YACHTING

VOLUME XLV
NUMBER II

FEBRUARY, 1929

35 Cents a Copy
$4.00 a Year

Start of the 151-Class at the San Diego Midwinter Regatta. *Miss California* in the lead.

New Marks Made at San Diego Regatta

Third Annual Midwinter Regatta Proves Eventful

By GERALD F. MACMULLEN

THE roar of exhausts has died away; the last bedraggled pilot has been fished out of the water and dried off; world's records have been made one day, only to fall the next; and Dick Loynes, his famous smile now running two full laps around his head, has packed up the Elgin trophy and gone home. In other words, the third annual speed boat regatta at San Diego, now recognized as a regular midwinter event, has passed into history.

This year's racing was jammed into two days, and it gave everyone plenty to do. Old J. Pluvius, who did his level best to smear up the 1927 meet, came up and growled a few times this year, just before the regatta, but by the opening race he had decided to be on his good behavior, and the two days of racing were perfect, so far as clear skies and light breezes could make them.

By way of gingering up a bit of excitement, a cruiser race was staged from Los Angeles to San Diego. There were three entries, and R. T. Robinson, Jr., at the helm of the express cruiser *Agilis*, started out the business of record smashing. The run, from light to light, was made in two hours and 50 minutes. The fastest time ever made before was by the U.S.S. *Omaha*, a scout cruiser capable of 35 knots. She did it in three hours flat. *Agilis*, flying the colors of the San Diego Yacht Club, is assisted in her speedy way by two 450-h.p. Liberties, and a 220-h.p. Hispano-Suiza.

The first racing day started off with a bang, the 151-inch Class opening things up. The end of the first heat witnessed a new world's record, *Miss California* having showed a speed of 49.08 miles per hour, her nine competitors trailing in later.

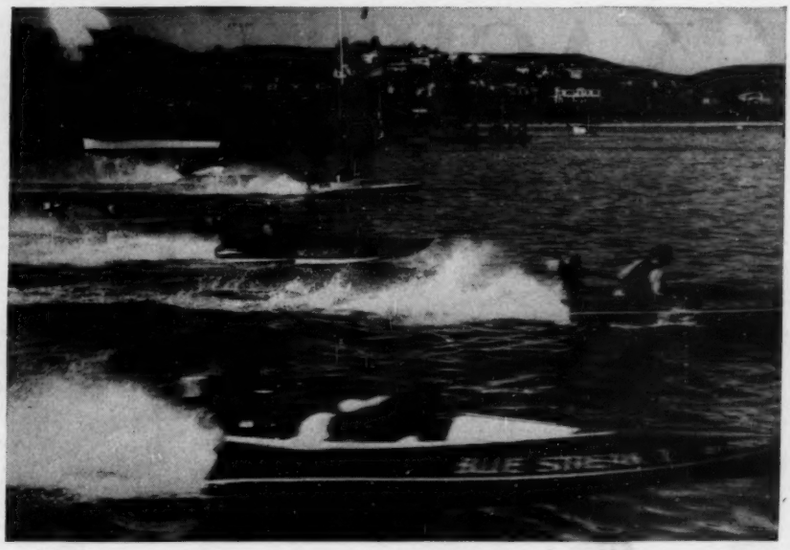
The outboards, B and C Class, followed, and *Bonnie Lass* demonstrated that the "151's" were not the only fast ones by doing a neat 38.20 miles per hour for a world's record of her own. In the second heat of the 151 limited, E. W. Hammond drove *Miss Westchester II* to victory, but was unable to equal Loynes' speed in the first heat, and so lost the chance of taking the Elgin Cup.

Racers of the 510-inch Class now made their first appearance on San Diego Bay, *Miss Houston IV*, *Miss Fern Creek II* and *Miss Kemah* getting away to a good start, and finishing in the order named. There followed some more outboard stuff, and a runabout race, which Albert Jones' *Aljo* put away, with a score of 38.41 miles per hour. Stock C Class outboards wound up the day, and the "151" skippers — at least, several of them — started overhauling their craft and converting them from limited to supercharged jobs for the next race.

The next day, Sunday, saw the initial appearance of James Talbot's *Miss Rioco III*, of which great things were expected. *Miss Rioco*, on Thursday afternoon, was out for a trial spin, and was estimated to be doing around 70 miles per hour when something happened. A short time later Ralph Snoddy, her driver, was climbing up the side of the U.S.S. *California*, and looking sadly at a stream

of bubbles coming up from some 40 feet of water. It was not until Saturday afternoon that a diver located the boat, and she was raised. Frantic work enabled her to be out for the start, but she made only one lap.

In the outboard event, *Bonnie Lass* pushed the previous day's world's record of 38.20 up to 38.58—but it was all in vain. In the next heat, along came *Blue Streak II*, which squeezed out another .01 mile per hour and got the mark up to 38.59. Life is like that.



Blue Streak **and** ***Bonnie Lass*** **(in the foreground) made world's records in the outboard classes at San Diego.**

The "151" supercharged jobs staged two heats, *Miss Westchester II* taking the first at 44.73, and *Miss Westchester III*, the second, at 44.04. *Cutie* and *Bubbles* won in their respective outboard classes, *Sequoia* took the runabout event, while *Miss Houston IV*, which made a 2800-mile trip from Kentucky to San Diego, via trailer, gathered in both heats of the unlimited class of hydros. Her best speed was 50.35.

As in the past, the navy took a leading part in the regatta. Rear Admirals A. H. Robertson and T. J. Senn contributed men and time, while Lt. Comdr. W. Mack Angas put in his third year as "boss" of the timers, engineer of the course, and anything else which might have been overlooked. D. W. Campbell, representing the San Diego Power Boat Association and the Chamber of Commerce, was regatta manager, and the familiar figure of A. T. Griffith, secretary of the Mississippi Valley Power Boat Association, was much in evidence with the colored flags.

Following is a summary of the two days' racing:

SUMMARY OF THE RACING

Saturday, Dec. 15th. — Weather clear, noon temperature 56, maximum wind velocity 10 miles per hour, west, at 1:19 P.M.

151 Class, First Heat, 5 Miles

Won by *Miss California*, Long Beach, Cal. *Miss Meadowmere II, Buckeye Baby, Bay Head, Frances Marion, Miss Seattle, Miss Rioco II, Smiling Dan IV, Baby Tarpon* and *Sparrow* finished in order. Winner's time, 6:06:7; speed, 49.08 (new world's record).

Class B Outboards, First Heat, 2.5 Miles

Won by *Cutie*, K. Jenkins, San Diego, Cal., Caille motor. *Goo Bye II, Miss Catalina, Century Cyclone* finished in order. Winner's time, 5:04:3; speed, 29.58.

Class C Outboards, First Heat, 5 Miles

Won by *Bonnie Lass*, Floyd Pierce, Lake Elsinore. *Caryl IV, Blue Streak, Miss Fresno II, Mimi, Noremac IV, Firefly III, Noremac II, Sunkist Kid, Tohelusay, Cottontail Too, Bubbles* and *Scoot* finished in order. Winner's time, 7:51:3; speed, 38.20 (new world's record).

Class B Outboards, Second Heat, 5 Miles

Won by *Cutie*, K. Jenkins, San Diego. *Century Cyclone, Miss Catalina, Goo Bye II* and *Baby Brontosaurus* finished in order. Time, 10:11:2; speed, 29.45.

151 Class, Second Heat, 5 Miles

Won by *Miss Westchester II*, E. W. Hammond, Larchmont, N. Y. *Smiling Dan IV, Miss California, Bay Head, Buckeye Baby, Miss Ricochet, Sparrow, Baby Tarpon* and *Miss Rioco II* finished in order. Time, 6:19:5 speed, 47.43.

510 Class, First Heat, 10 Miles

Won by *Miss Houston IV*, E. C. Thirlwell, Louisville, Ky. *Miss Fern Creek* and *Miss Kemah* finished in order. Time, 12:40:4; speed, 47.35.

Class C Outboards, Second Heat, 10 Miles

Won by *Bonnie Lass*, L. Pierce, Lake Elsinore, Cal. *Sunkist Kid, Miss Fresno III, Noremac, Blue Streak II, Rea, Cottontail Too, Noremac III, Cutie, Black Maria III* and *Bubbles* finished in order. Time, 16:01:4; speed, 37.44.

Free-For-All Runabouts, 10 Miles

Won by *Aljo*, Albert Jones, San Diego, Cal. *Poggy, Sequoia, Kitty Hawk VII, Reach* and *Prince* finished in order. Time 3:45:3; speed, 38.41.

Free-For-All Outboards, One Heat, 5 Miles

Won by *Caryl IV*, L. J. Fageol, San Francisco, Cal., Evinrude motor. *Blue Streak, Century Cyclone, Miss Fresno III, Noremac III, Mumi, Black Maria III, Apache Kid II* and *Bubbles* finished in order. Time, 8:20:9; speed, 35.94.

Stock Class C Outboards, First Heat, 5 Miles

Won by *Miss Fresno III*, H. Tilson, Fresno, Cal., Evinrude motor. *Bubbles, Miss Arizona, Rea* and *Firefly III* finished in order. Time, 9:46:6; speed, 30.68.

(*Continued on page 128*)

Dick Loynes and his ***Miss California,*** **in which he captured the Elgin Trophy.**

Miss Ricochet **living up to her name at San Diego. She was one of the eastern contestants at the regatta.**

Photo by M. Rosenfeld

The famous *Atlantic*, stepping out in a moderate breeze with one of her competitors astern.

On Board *Atlantic* in the Ocean Race to Spain

From an Informal Log Kept by the Navigator

By Felix Johnson

SATURDAY, *July seventh.* Last night we lay inside Sandy Hook all set for the race and hoping for a fair wind at the sailing line today. The *Guinevere* was anchored off Staten Island; *Zodiac* was down in our vicinity, while neither *Azara* nor *Elena* were to be seen. At 8:30 A.M., the tug *Thomas Moran* came alongside to give us water and bring down those of the families who had been energetic enough to be at the Battery at 7.

Shortly after 9 we started for the line in tow of the *Thomas Moran*. The *Zodiac* had stood out a short while before under sail, while the *Azara* went out under tow just ahead of us. Upon clearing the Hook, a light breeze sprang up, so we set all working sail and cast off from the tug. Still nothing of the *Elena* or *Guinevere*, although swarms of motor craft were congregating about the line. The line, by the way, extended from Ambrose Channel Light vessel to the Committee Boat *Iuka*, anchored about 2,000 yards to the northward.

At 11, both the *Guinevere* and the *Elena* could be made out standing down the harbor under tow. The breeze was dying by this time, which made *Zodiac*, *Azara* and *Atlantic* drift down with the tide, unable to keep a position anywhere near the starting line. The start was scheduled for noon with a warning signal at 11:50, but at that hour, instead of hearing the whistle, we saw that the tug had hoisted the letter "A," meaning that the start had been postponed. It was a wise decision, for with the fitful breeze prevailing it was doubtful if any of the yachts could have worked up to the line.

The gallery seemed to be increasing every minute. Mr. Morgan's *Corsair* just passed close aboard to wish us *bon voyage*. Now comes the *Ansantawae*, owned by Wilson Marshall, who owned and sailed the *Atlantic* during the historic race of 1905. Think of the memories of that race which must come rushing back to him as he watches old *Atlantic* start off again!

A tug just came alongside carrying Sr. Amoedo, counsellor of the Spanish Embassy in Washington and a member of the race committee. He comes to extend his best wishes and to deliver an important package to Mr. Lambert. For fear of touching the side, the package is made fast to the end of a stick and passed over to us. The package is found to contain a mouth organ on which Mr. Lambert performs while Mr. Adams does a hornpipe. Still no wind. All entrants are now lying near the line, their booms slatting back and forth as they roll to the swell.

Finally, about 2, a light breeze seems to be coming in from south southwest. Two fifteen, and a tug comes up to tow us nearer the line. Two twenty, a whistle from the Committee Boat and the ten minutes warning signal is hoisted. Two twenty-five, up goes blue cone — five

minutes to go; great activity aboard all entries. *Elena* has only two hundred yards to go. One long blast at 2:30:43 and the race is on. We are carrying only working sail. *Elena* goes over first at about 2:32. At 2:36:31, we go over the line, leaving Ambrose Channel Lightship 75 yards on the starboard bow and take departure for Santander, Spain. This light breeze seems to be to *Elena's* liking as she walks away from us despite the fact that we have set our balloon jib and main and mizzen balloon topmast staysails. The course is E. x S. which should take us just inside Fire Island Lightvessel. *Elena* leaves us until about 5 o'clock, when the breeze freshens considerably, enabling us to hold the distance steady. *Guinevere* seems to be heading down to the southward, while *Azara* and *Zodiac* are about two miles on our starboard quarter.

At about 6, *Elena* tacked to pass outside Fire Island Lightvessel. We exchanged our main and mizzen balloon topmast staysails for fisherman staysails, thus being able to head up a bit more to the southward, although we made no attempt to pass the lightvessel to port. Changed baby jibtopsail for reaching jibtopsail at 9:10. The race had been started by daylight saving time and until now we had carried this along. At 9:20, we set all clocks back 50 minutes to L.C.T. We decided to turn the clock back for our change in longitude each day instead of changing as we crossed the time zone boundaries, in order to avoid causing hardship for the watchstanders. Bore up to E.S.E. at 11:35 so as to be sure to give Nantucket plenty of room. *Elena* still about two miles ahead bearing one point on the starboard bow.

The boats entered in the race are: Mr. William B. Bell's *Elena;* Mr. Edgar Palmer's *Guinevere;* Mr. Robert W. Johnson's *Zodiac;* Messrs. Frank and George Baker's *Azara* and Mr. Gerard B. Lambert's *Atlantic.* The *Azara,* on a world cruise, only arrived in New York from Detroit on Monday. She must have had a remarkably fast overhaul at Caddell's Basin where she has been lying for the last few days. *Elena,* a Herreshoff boat, has been lying in a Long Island dockyard for 14 years after first making a notable racing record on the Sound. Mr. Lambert's *Atlantic* has again been put in racing trim by installing longer masts and bending a new suit of sails. Due to the difficulty of obtaining steel masts of sufficient length, she is carrying a foremast out of *Resolute,* a main out of *Vanitie,* and a mizzen out of *Sea Call.* One can imagine the fore and the main, rivals in many bitter struggles, talking over the past contests as they join tops to overhaul the *Elena.* They should recognize a master's touch, for sailing the *Atlantic* is Charles Francis Adams of Boston, who has skippered both the *Resolute* and the *Vanitie.* The afterguard of *Atlantic* are Mr. Gerard B. Lambert, Commodore Charles Francis Adams, Dr. Malvern B. Clopton, Mr. C. F. Adams, Jr., and myself.

Sunday, July 8th. Coming on deck at 4 for morning star sights, I found *Elena* about half a mile astern. The others were somewhere over the western horizon. During the night we had replaced the baby jibtopsail by the reaching jibtopsail, later substituting the balloon jibtopsail for the latter. Our lead was short-lived for at 7 the *Elena* pulled up abeam and then went ahead to lead us by a mile. Then we got up our fore and main balloon topmast staysails in place of the fisherman staysails, thus managing to hold *Elena* to her mile lead. Noon found us cutting down *Elena's* edge and at 2 o'clock, we had her abeam to starboard. About this time Mr. Lambert received from Mr. Bell, "The ocean seems to be crowded around here. Shall I move on?" To which he replied, "You're moving too damn fast now." I doubt if there has been such a neck-and-neck race since the days of the old clippers. Here we are, 170 miles from the start, and exactly on even terms. The others may fight it out among themselves; our job seems to be to beat *Elena.* By 4 we had drawn into the lead but as the wind died away toward twilight *Elena* proved to be a better light weather boat by pulling up abeam again. Her sails looked perfectly enormous against the western sky this evening. I almost wish that I were on a third ship so that I could watch these two beautiful things as they slip along together. A beautiful day and a beautiful race.

We had done 147 miles at noon, making an average speed of 7.5 knots per hour since our departure. The wind has held steadily from about S.S.W. and our weather reports show that the conditions prevailing over the Atlantic are almost exactly like those shown on the pilot chart, an immense area of high pressure over the Atlantic centering just to the southward of the Azores. This should give us southwesterly winds which will gradually draw around to the N.W. as we pass to the eastward of the Azores.

Monday, July 9th. On deck early to find *Elena* about two miles on our starboard quarter. The wind has freshened a bit which should be to *Atlantic's* liking. Obtained a good fix from Vega, Jupiter and the moon. At noon we were drawing well ahead of *Elena,* although we found it necessary to head up a point due to a shift in the wind. So far, we have determined our distance from *Elena* by table 33, Bowditch, and sextant angles. Now she is so far astern that the table can no longer work. We all try to remember our trig, but with poor results. However, Captain Aasen comes to the rescue with a rule, which is, "multiply height of mast by 5.65 and divide by angle in minutes to get distance in miles." Now we are all upset because we cannot see why it works. The noon position has us in Lat. 39.23 N., Long. 64.25, which gives us 274 miles for the run since noon yesterday, an hourly average of 11.6 knots.

The wind still draws aft which makes it necessary to head up to S.E. ½ S. at 1 o'clock. Mr. Adams has a scale prepared by Herreshoff which states that by heading up one point to windward, the distance to objective is increased only two per cent. Looks dubious, but we finally plotted it out, proving the scale to be correct!

The gravity tank finally has run dry, so this morning we went on water ration — the first time for me since sailing in the *Penguin* from Honolulu to Shanghai.

Much discussion tonight as to the best time to jibe. As the wind hauls around to the westward, we must head more to the southward while on this tack in order to get the best speed. We are now getting down to Latitude 38, which is about all the southing that we should make. We shall soon have to jibe and get our northing back. Only a fair fix this evening.

Tuesday, July 10th. Both watches on deck at 4 to jibe ship. The wind had hauled around to N.W. making it imperative to take the other tack as soon as possible. In the stir of getting ready for the maneuver, the quartermaster forgot to call me — result, no morning star sights. Caught the moon on the meridian about 6, however, which, with a sun sight at 8, gave us a fair position.

The wind continues to haul, being from N. by 9 o'clock. Took in balloon jib and fore and main topmast staysails, sending up number two jib with fisherman staysails. Very little wind, but such as there is gives us about five knots under present sail. Course is now E. ¾ N. which closely approximates the great circle course from this position to Santander.

At noon we were in Lat. 38–32 N., Long. 59–46 W., having made 254 miles since yesterday at noon, an average of 10.7 knots. Light breeze during the afternoon. Much speculation as to present whereabouts of *Elena.* A message from her this afternoon asks how the wind is here, leading us to believe that her breeze must be as

light as ours. In the late afternoon again set the balloon jib in place of number two reaching jib. It hardly seems that we have steerageway, but evening sights show that we have made 46 miles since noon, an average of almost six over the bottom.

This day we delegated to Charlie Adams the duty of keeping an accurate log. My topsails and staysails seem to get mixed too easily. To bed at 11 with wind unchanged and *Atlantic* barely moving through the water.

Wednesday, July 11th. The breeze has freshened considerably this morning — praise be. This moving along at four or five knots as we have done all day is hard to stand when we are so uncertain of the position of our competitors. Arcturus, Deneb and Polaris gave me a good fix very nearly on the great circle course which we laid down from the point at which we jibed yesterday.

At about 11:30 Mr. Lambert decided that the strain of not knowing *Elena's* whereabouts was wearing us down, so we sent the following radio: "Will exchange position reports if your curiosity is as great as ours." To which Mr. Bell replied, "We are quite as curious as you. Will send position report as soon as obtained."

Accordingly, we sent over our dope, Lat. 39–44 N., Long. 56–22 W., having made 174 miles since noon yesterday. *Elena* then radioed her position as Lat. 38–46 N., Long. 56–23 W. Of course, we were all much excited at locating her whereabouts, so we took her message hot off the wire and plotted the position on the chart. Splendid news! She seems to be 59 miles away, bearing almost due south. By laying down course to Santander, we find that she has 23 miles further to go than we have.

P. & A. Photos

Making up light sails during the Transatlantic Race to Spain.

Shortly after 1 we passed a highly varnished spar floating upright in the water. In all probability it was a part of the wreckage which went overboard from the *Rofa*. We seem to be approaching the limit of radio transmission, so I sent off a farewell message to the family tonight. Very little wind as the evening comes on. The fix obtained from Polaris, Arcturus and Saturn shows that we have made only a little over six for the afternoon. At 8:30 substituted balloon staysails for fisherman staysail. Clewed up fore and main topsails at 11, but set them again a few minutes later.

Thursday, July 12th. Still only the faintest of breezes which has now hauled around to the westward, causing us to bear up to N.E. It is positively amazing that she should move at all with this wind, but the morning sun line shows us to be making about six knots. As the wind hauled around to S.W. we jibed ship to starboard tack, thus permitting sailing closer to the great circle course. This wind has upset all meteorological predictions for me. Theoretically, it can only blow from S.W. since we are on the N.W. edge of a high area, but as a matter of fact, it has swung from S. around to N. and almost back again. Mr. Lambert has thought of a way to bring wind. We cannot stick a knife in the mast and whistle, but he thinks that breaking out the deck chairs would have the same effect. Accordingly, out come the deck chairs and sure enough the wind improves within half an hour — nothing startling, but still an improvement. Noon position today Lat. 40–44 N., Long. 52–51 W., having made 173 miles since the previous noon at an average of 7.2 knots. No word from *Elena* but we received yesterday's noon position reports of *Guinevere* and *Zodiac*, placing them some 200 miles behind us. Nothing to worry about there.

It seems unbelievable that we could have sailed along for five days now without having sighted a steamer. I had always thought that the number of ship lanes converging on New York was so great that it would be quite impossible to make a day's run in any direction without sighting a steamer. However, we are now north of 41 degrees Lat., so we should sight something tomorrow.

The wind is now back to normalcy again, being from the S.W., but with very little force. From afternoon sun sight to evening star fix we averaged 7.8 knots, which is mighty good considering the wind that we have had.

Friday, July 13th. It seemed for a time this morning that my old friend Rude* had thrown me down badly. After observing Polaris and Vega, I looked around for a third star which would give me a good cut. Jupiter would have answered, but to avoid interpolation in the Nautical Almanac, I selected an unknown star just to the left of and below Jupiter. Upon going down to the chart room I set the star finder but no such star appeared thereon. It was only after half an hour's search on a star chart that I realized that I had shot Mars, which was almost in conjunction with Jupiter.

Noon position today Lat. 42–03 N., Long. 48–11 W. Distance covered since previous noon, 223 miles at an average speed of nine knots. I figured today that in sailing 1,265 miles since the beginning of the race we are now 1,190 miles from New York.

The glass has at last begun to drop and with it comes a good stiff breeze from the S.W. At 2 o'clock we were driving along at 14.8 knots. To stand in the bow at such a time gives one a sensation of tremendous speed. The breeze freshened all through the afternoon. Around 6 we were logging 18 and fairly flying. So far no one has suggested that we reduce sail. At 6:30 we saw our first steamer in five days. She was a cargo boat westward bound — unable to make out her name or nationality. All of us wanted to be aboard her so that we could see the

* Designer of "Rude's Star Finder."

grand old *Atlantic* as she tore past. What a surprise it must have been to that skipper suddenly to see the towering sails of *Atlantic* as she rushed out of the mist, was visible for five minutes, and then vanished into the mist again. If he knows nothing about the Spanish Race, he probably believes that the "Flying Dutchman" is in this part of the ocean tonight.

At about 8:30, while we were still carrying all racing sail, a hard squall struck us. We took in staysails, topsails and spanker, but in trying to lower the balloon jib it fouled the forefoot, and was torn to pieces. The sea became very rough, drawing around from S.W. through W. and N. to N.E. Finally underway on port tack, heading S.E. and making only about four knots. According to all my dope the wind could not possibly blow from the N.E. Well, just go and look at it.

The *Atlantic* under full racing sail and stepping out at18 knots was as thrilling a sight as one is ever permitted to see. We were all set to break the record run until the squall came along.

Saturday, July 14th. No stars this morning. Sky overcast and blowing like the devil from the N.E. Heavy swell. I estimate that we are making about seven knots on course S.E. I managed to get several peeps at the sun through the clouds during the morning and was lucky enough to get a shot exactly at noon. Hoisted storm mizzen trysail at 8:00 A.M. The glass took quite a drop during last night's squall but has since been steady around 30.10.

The afterguard of *Atlantic*. Left to right: C. F. Adams, Jr., Dr. M. B. Clopton, Lieut. Felix Johnson, Charles Francis Adams, and Gerard B. Lambert, *Atlantic*'s owner.

Our noon position was Lat. 42–34 N., Long. 43–12 W., having covered 225 miles since noon yesterday at 9.5 knots. Thus goes the day upon which we had pinned our hopes for a record.

Wind decreased around noon so we set spanker and all topsails. Wind died out at 3, leaving us wallowing in a heavy sea. Ship put on starboard tack shortly after noon.

Sunday, July 15th. The breeze swung around to E. during the early morning, so that N.N.E. was about the best that we could do. Still a heavy sea which makes life not so pleasant. It is so damn irritating to know that such little progress as we are making is in quite the wrong direction. We can only hope that *Elena* and the others are having such a run of luck as are we.

No morning stars but several flying shots at the sun during the morning put us in Lat. 42–51 N., Long. 40–14 W. at noon, having made only 137 miles since the noon previous. The most unpleasant and unprofitable day that we have yet experienced.

At 2:30 decided that we could do a bit better on the port tack, so we shifted. The breeze then shifted around to E.N.E., enabling us to head up to S.E. x S. which is considerably better than we were doing on the other tack. Found that Charlie had forgotten to shift the silver wishbone when we tacked last night, probably the cause of all the trouble.

Monday, July 16th. The less said of this day the better. Made fairly good progress during the night but since 4 A.M. we have rolled about in a dead calm. Heavy swells are rolling in from the N.W. Obtained one sight in the morning but none at the meridian, so our position, Lat. 42–30 N., Long. 37–22 W., is mostly a guess. This makes 132 miles since noon yesterday, an average of 5.5 knots — terrible. It is now evening and I am quite sure that we have not moved a total of 10 miles since early morning. The glass falls steadily, now being at 29.70.

After several hours' work the hands managed to clear the remains of the balloon jib from the bobstay this afternoon. Before being cleared away it probably slowed our speed about half a knot. A tough job, well worth while.

Tuesday, July 17th. A good breeze finally came up at about 12 last night, blowing from the S.S.W. this time. Ordinarily we are very comfortable in a seaway as the pressure of the wind on the sails simply heels her over and keeps her there. However, in a calm the motion is pretty bad. I was about ready for any kind of wind when I turned in last night. The Captain took in the spanker during the 8–12 watch to prevent slatting, leaving it down until 3 this morning. The breeze was so fresh that we carried only working sail during the most of the day but hoisted baby jibtopsail and Queen staysails at 4 this afternoon.

Only one star out this morning, but managed to get a series of sun sights during the morning which, plus a meridian altitude, gives us a good running fix at noon, of Lat. 43–33 N., Long. 33–10 W. To date, we have traveled a total of 1,953 miles and have 1,251 to go.

The meals continue to be the wonder of all the mess. The chef never repeats a dish and seemingly the stock of fresh meats and vegetables is inexhaustible.

A good day, with sharp work by all hands on the sails, makes us feel in the race again. It really was getting most discouraging. As lovely a sunset this evening as I have ever seen. Saw the smoke of a vessel during the morning but too far away to make her out.

Wednesday, July 18th. We were thrown into consternation this evening when the radio operator intercepted a message from *Elena* to the *Majestic*, saying that she expected to be in Sunday night. Of course, we are consumed with curiosity, but what can one do?

A fair breeze today but, most unfortunately, from the S.E., which has caused us to head about two points too far to the northward. We have got to shoot straight for Santander and do some stepping if we are to get in by Sunday night with *Elena*. Damn those 24 hours of calm! But for them, we would be far in the lead now.

Had our lee rail under while we were at lunch today. Without our swinging table we would have been lost, as on this tack the Commodore and Charlie have their

(*Continued on page 116*)

Plenty of thrills can be had from a close start in a long distance cruiser race. Too few owners of cruising boats support this kind of racing.

What's the Matter with Cruiser Racing?

A Veteran Race Committeeman Tells What He Thinks

By Henry Clay Foster

WALL STREET knows full well what stern realities can arise from psychological causes. Business men are continually talking about slow times as "psychological rather than actual." It is but seldom that such a situation arises in the sport of boat racing. Yet at the present time this seems to have happened in power cruiser circles. Something is undoubtedly wrong with cruiser racing just now.

Now there is always something contagious about a jeremiad. The prophet of decline, as long as he steers clear of cynicism, seems to command a certain respect from his hearers, however much they may attempt to disavow his sentiments. And soon some of his hearers may be heard singing his song in other circles. And thus the situation repeats itself and the psychological depression spreads. It is this malign power of the negative which has apparently pervaded certain fields of power boat racing during the past season or two. As to cruiser racing in particular, we hear that the "sport is dead on its feet." Why "feet" we are not told. Why not "sunk, but still afloat"? Our prophet of disaster is both serious and sincere. But is he really correct?

It is a fact that those who have told us most about the passing of cruiser racing are not those participating in the sport themselves. They are merely observers. They are not always right because of their perspective as outsiders, although often the outsider sees what others are too close to discern in its full outline. But then, too, there are the bystanders, who can always tell you *how to do it*, but do not command much respect from the doers. We shall have to look into the matter ourselves.

Now let us face things as they are. Let us begin at the beginning and analyze the situation. We may not find the picture as dark as it is painted. It is true that most of our power cruisers are not designed for racing. They are designed for comfort and living accommodations; they are floating homes in a sense. The cruiser is built for the whole family, and usually the whole family enjoys it. The weight of the equipment aboard, plus the weight of the hull itself and the engine makes the cruiser a slow boat compared with the lighter models embodying few or no accommodations.

Getting straightened out for the long run up the Hudson in the Bear Mountain Handicap.

Within the last few years standardized or stock cruisers have become very popular and are appearing wherever there is enough water to float them. Each year their numbers are increasing. Investigation shows that most of those purchasing stock cruisers are recruits to the field of

Out on the Detroit River the cruiser races are usually well supported and bring out many starters.

boating. Until they could purchase complete units ready to launch and use, with service available, they did not "get into the sport." This situation parallels a stage in the development of the automobile. The advent of these new cruisers, owned by newcomers to the sport, is a most salutary thing for power boating as a whole.

Few, if any, of these new cruiser owners are interested in racing. The pleasure to be derived from cruising is what makes the greater appeal. On the face of it, therefore, it would seem that to race cruisers is intrinsically artificial. But this is a biased view of the situation. It is just as true in the cruiser class as in any other boat or motor car development that the models of today are the result of the race course, where the supreme trials of type and equipment were first made. Certain it is that our present day cruisers are much more efficient for almost every purpose than those of a decade past. The day of the big, topheavy, tadpole-like hull dragging the whole bay after it is gone forever from the cruiser class, despite the survival of a few of these wallowing hulks. In their place have come better designs for the purposes for which cruisers are most commonly used. Versatility is now a feature of the modern boat in a degree dreamed of by few a dozen seasons back.

So we have the cruiser field composed of the old-time cruiser owner who still wants to have yet another boat designed and built to fit his particular ideas and requirements gained through a decade or more of cruising and racing, and the newcomer, with his stock cruiser of which he is genuinely proud. This — or these — constitute the personnel of the cruiser field. Given this situation, it is up to the yacht clubs and the race committees if anything is to happen in a racing way.

Most of the "old-timers" have raced more or less. Some of them have won cups, and like to tell about how they won them. Others did not win any cups, and human nature being what it is, they think the racing game is "the bunk," and tell you so. In this group are those who like to tell how they were "jockeyed out" of this prize and that; how the officials let their friends win; how nothing is fair. But there are still a few of the "old-timers" who have "sporting blood" in their veins. Whether their motors are in top shape or not, whether they have a handicap they think is just or not, they will still consent, if properly appealed to, to come to a race and "have a fling" at it once more. They know that if they win a place it will be a pleasant surprise; and if they do not they will have had an exciting day of it, at the very least. Such men are the backbone of the sport, and always will be. The trouble is that they are usually widely scattered, and are not in active touch with each other, or with the race committees. They do not take much interest in a race unless the race is "sold" to them by somebody. They and the owners of new cruisers, plus the "sore-heads" who have been mentioned before, make up the "prospects" to which a race committee must look for its support of any race it promotes.

It will be seen from the foregoing that it is a difficult matter to get in touch with these potential supporters of a race as all yacht club membership lists are poorly kept, or else so well kept that an outsider cannot get to them at all. If a personal canvass is attempted on week-ends most of the cruising men are found to be out on pleasure jaunts and their moorings empty. After a good dose of this experience the committee usually goes back to the standard form of entry getting. Reliance is placed upon the United States mail and expectations, born of hope, but, alas, not of reason, are cherished. The committee member does not stop to consider how mail is treated at the average yacht club, open only during the summer.

Or, perhaps, our race committee sends its circulars addressed to the yacht club, attention of the chairman of the regatta committee. Sometimes a printed or carbon manifolded note is enclosed with the request that the circular be placed on the bulletin board. Sometimes it is so placed. You must have some new stuff on the bulletin board once in a while.

The writer ventures the assertion that very few yacht club officials make any effort to put the yacht club into real touch with the outside world of the sport. It is sad, but solid fact, that too many yacht clubs keep their interest and their activities largely within their own mooring grounds and within a dozen miles thereabouts. As long as these conditions continue unchanged there will be some reason to weep over cruiser racing remaining in the doldrums, especially for those clubs which seek to stage unpromoted racing contests in the cruiser classes.

I venture to say that there never was a really large entry list obtained in power boat racing (outboards excepted) by the exclusive use of the mail as a medium. It is easy to dictate a lot of letters. It is still easier to feel that we have done all we can on a particular job when, as a matter of fact, we are doing very little. And it is strange how men, known as keen seekers after exact facts in their business activities, lapse into youthful optimism and semi-inaction when serving on a committee for their club.

Even if the mail is relied on for getting entries, the race circular usually employed for cruiser races is certainly not a "selling" document as compared with the mass of "eye-catching" literature received by all of us weekly. I doubt seriously whether the returns in entries ever warrant the expense of sending race circulars broadcast — and into the dark.

Cruiser racing in classes of stock boats should prove interesting. Work is now being done to promote such class racing in eastern waters.

Someone may infer from the foregoing that I do not qualify to inveigh against the calamity howlers. Certainly, I have painted a dismal picture, but it is one that is all too true, as many a race committeeman knows if he has gone into his job thoroughly, looking for causes and conditions which directly affect the results of his labors. It is only by recognizing these facts that we may hope to overcome them.

It is true that cruiser owners will never become the out-and-out "race-fiends" into which outboard owners have developed. Fair cruiser men may occasionally go for a race, to vary the monotony of cruising and fishing. But most week-ends they prefer to use their boats for themselves and for their families. When races are organized which are not too long or in too exposed waters, we may expect to bring more cruisers out in some force, and not until then.

The intricacies of the handicap formulas are hardly ever clear in the minds of the majority of cruiser owners. Even men who have raced season after season show surprisingly little knowledge of the "why" of the handicap rule. A lot of them approach the problem with an attitude that it must be wrong if it militates against them, but they do not understand the intent of the makers of the rule or in what they themselves may be deficient. This will always be a difficult matter for race committees to handle.

Not until there are enough stock cruisers of many models in each locality to make possible class races for cruisers, will this be eliminated. Class cruiser races should prove most interesting. This idea is being developed by a race committee in eastern waters and an important class cruiser trophy may be added soon to the cruiser perpetual prizes as a result of negotiations now under way.

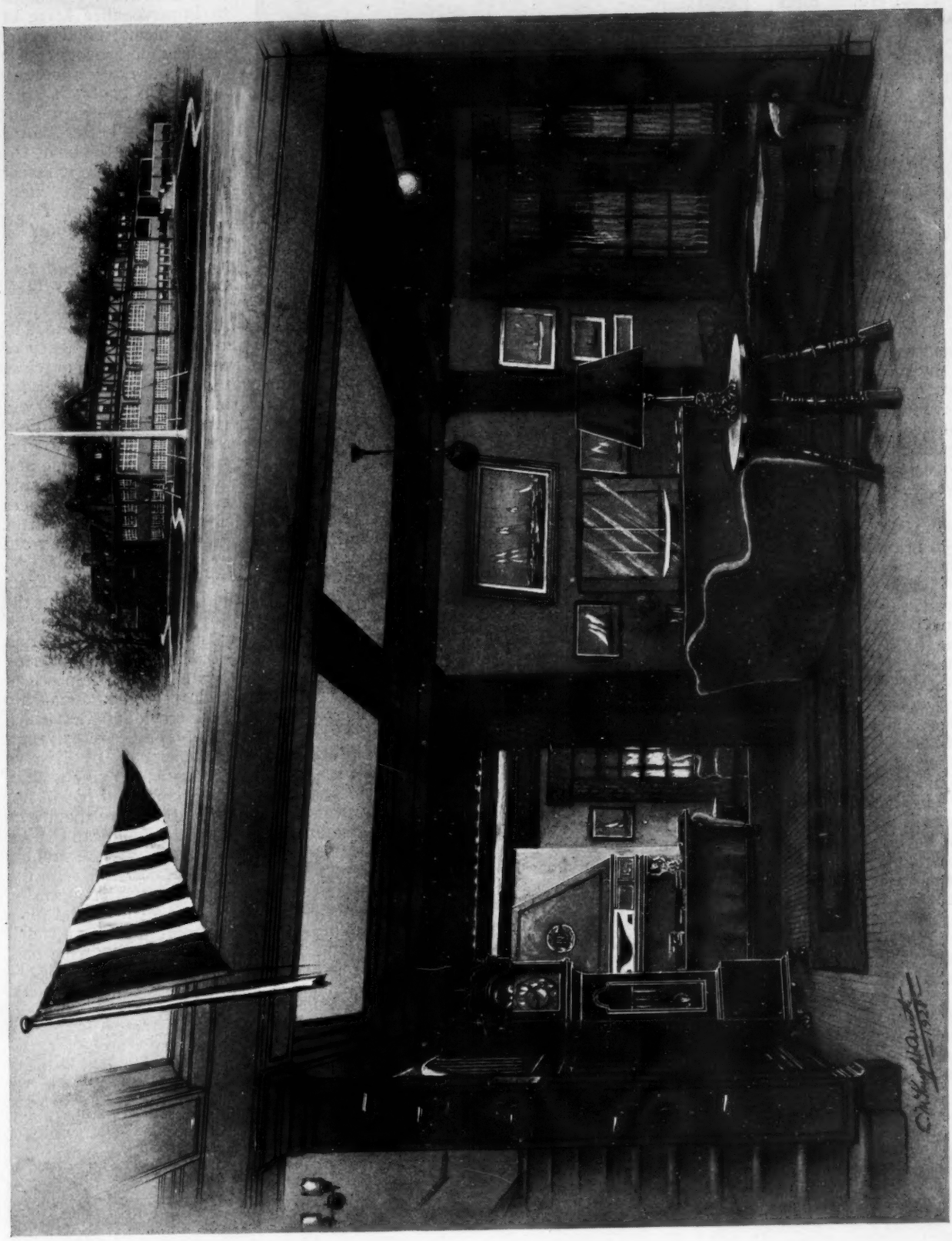
One of the picturesque and salutary developments in the cruiser field is the merging of the identity of many active racing men with that of their boats. Or, should we say that the status acquired by the boat identifies it with the owner? This helps to impersonalize some of the problems; it adds to the picturesque aspects of the game; it gives a certain life to the boats; it adds prestige to the man himself. And the better known the man and the boat, the surer we are to connect their names. We say "Bobrick of *Brickton IV*," "Jimenis of *Kemah II*," "Larner of *Sea Dream III*," "Downey of *Paducah*," "Van Au of *Idler III*," etc.

The man who goes in for cruiser racing will find much to compensate him for the trouble and effort expended in preparing the boat for the race. He will get plenty of thrills out of a good start with many boats at close quarters churning up the water as they maneuver for position. The sound of the warning and starting guns will be music in his ears, and the problems of navigation, especially in thick or trying weather, are such as to give a feeling of satisfaction when successfully overcome and the finish line is located dead ahead, just where it should be. Most of those who have taken part in these races have a good idea of the problems of the race committee and of those who make the rules, and have a good word to say for both when others may be shouting blame.

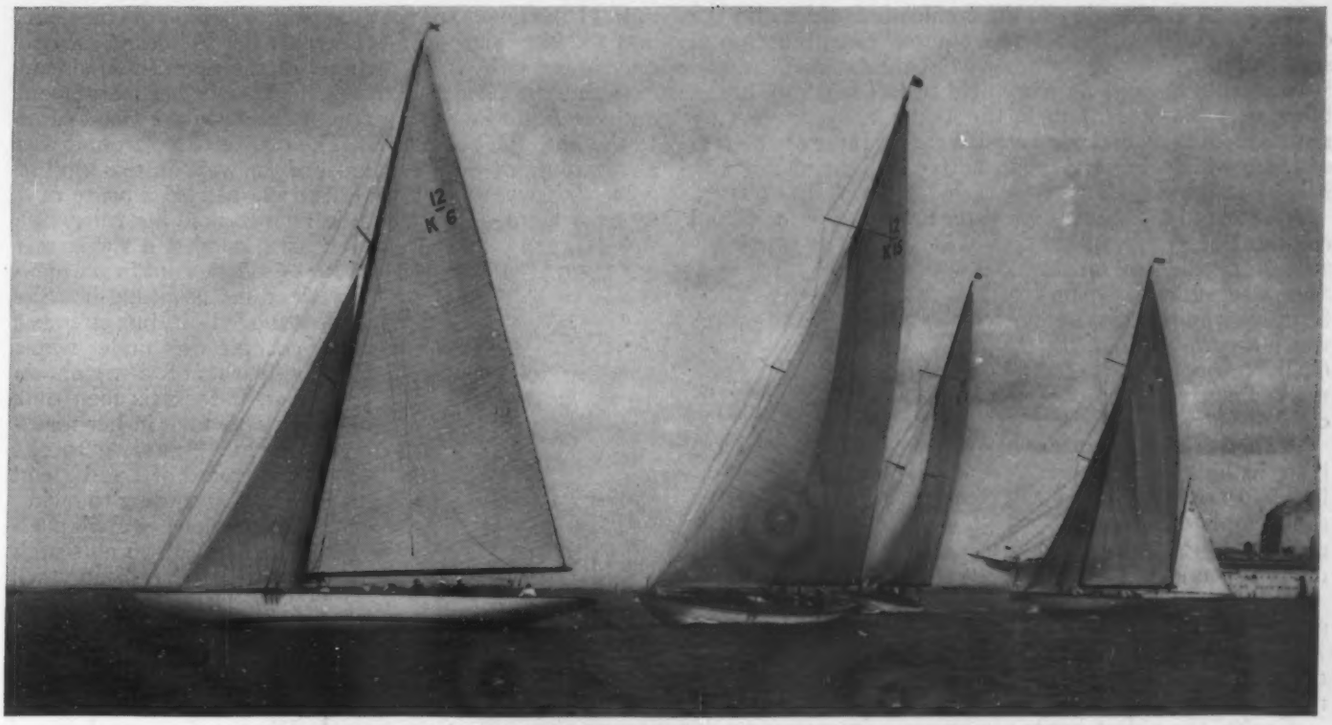
It is really a great game, this cruiser racing sport. True, there is not much of the dash and wild excitement of the faster, smaller boats, but a good start has plenty of excitement in it, especially for those participating, and the number of onlookers at such starts is surely increasing steadily each year. The racing fraternity is composed of men operating on the best standards of sportsmanship and good will, across many lines and boundaries which usually limit their activities in other spheres of existence — a field into which every newcomer can, by his own acts, in a simple and unostentatious way, make a place for himself. Cruiser racing is not dying, and it will not die. The best answers to that contention were the fifteen challenges for the Hunt Trophy and the Handicap Cruiser Championship of America announced at the annual meeting of the American Power Boat Association recently. Those who challenged for those races on that occasion did so because they were invited in a manner and for a purpose which appealed to their sportsmanship. And if signs mean anything, the outlook for cruiser racing next season is brighter than it has been for many seasons — perhaps brighter than ever before.

Heading for Block Island, 100 miles away. Such a race should bring out much larger fleets than those seen last season, as it can be productive of good sport.

Prominent American Yacht Clubs



The home of the Stamford Yacht Club, on Shippan Point, Connecticut, is one of the most attractive clubhouses on Long Island Sound. The club is an active racing organization, has been one of the leaders in promoting the Junior Yacht Racing Association of Long Island Sound, and holds weekly races for its members throughout the season. Organized in 1890, it has brought out several popular one-design classes, and built up a good-sized racing fleet. The drawings show the clubhouse and the lounge.



A start in the 12-Metre Class on the Solent. Left to right: *Iris, Mouette, Zinita, Rhona.*

Twelve-Metre Racing on the Solent

Nine "Twelves," Well Matched, Contribute to the Success of Cowes Week

By William H. Appleton

COWES WEEK is unique in many ways. Coming at the end of the London season, it is the Mecca which draws all society. Graced by the King and Queen, a great fleet gathers from all parts of the world. Every yachting nation is represented.

Cowes, a sleepy-like town on the Isle of Wight, off the southern coast of England, comes to life with a burst for the week in August and then goes to sleep again for another year. It is far from an ideal place for racing, with its tremendous tides — four in every twenty-four hours — and its many shoals, but Cowes Week has always been the high-water mark of British yacht racing.

There is great charm to the place, with its quaint old buildings, very narrow winding streets, and its attractive villas on the edge of the water. All social life centers around the Royal Yacht Squadron, the most exclusive of clubs. The club building is a very old stone castle, surrounded by high walls, on the edge of the embankment. Within there is a lovely lawn, where a fine military band plays at tea time. The "Squadron" is the King's headquarters whenever he comes ashore. Outside the gates, at all times of day, gather great crowds of his loyal subjects, eager to catch a glimpse of their King and Queen.

Race Week does not start officially until Monday, but great steamers and racing yachts begin to gather by Friday. This year the King arrived in the royal yacht on Sunday, amid tremendous salutes from all the yachts and the battleship *Rodney*. It was a very beautiful sight.

There was gathered the cream of British yachting — the King's cutter *Britannia;* Sir Thomas Lipton's *Shamrock*; *White Heather, Lulworth;* the new Nicholson 23-metre *Astra;* the new Fife 23-metre *Cambria;* and the fine Herreshoff-designed schooner *Westward*. There were also most of the yachts that had taken part in the Spanish-American race, the winner, *Elena, Atlantic, Guinevere,* the smart little *Niña, Mohawk, Pinta* and a host of others. It was a lovely sight when darkness fell. Lights twinkled in the harbor and along the promenade. Across the Solent, which separates the island from the mainland, were the lights of Southampton and, farther along, of Portsmouth. Occasionally great ocean liners went by, ablaze with lights.

As far as keen racing went, the International 12-metre Class gathered at Cowes could not be beaten — nine boats very evenly matched without a "dud" among them, designed by such men as Fife, Nicholson, Glen-Coats and Anker. I raced on *Iris*, designed and owned by Sir Thomas Glen-Coats, Bart., now in her third season and still the crack of the class. All the nine are quite similar in appearance — high Marconi inboard rig, some with single, some double headsails. The description of each boat follows, together with her standing in the racing during the Solent fortnight:

Name	*British Rating*	*Designer*	*Starts*	*1st*	*2nd*	*3rd*
Vanity J. R. Payne, Esq.	52.7	Fife, 1923	6	2	1	..
Doris Monsieur Louis Breguet	56.7	Nicholson, 1925	4	..	..	..
Moyana Wilfred Leuchars, Esq.	53.75	Fife, 1926	6	..	..	1
Modesty C. R. Fairley, Esq.	53.75	Fife, 1926	7	..	..	1
Iris Sir Thomas Glen-Coats, Bt.	57.5	Coats, 1926	9	3	2	1
Rhona J. L. Lewis, Esq.	54.2	Fife, 1927	8	1	2	Dismasted
Zinita A. C. Connell, Esq.	54.2	Fife, 1927	6	1	Aground; did not finish	
Noresca F. G. Mitchell, Esq.	54.8	Anker, 1924	6	2	..	2
Mouette T. O. M. Sopwith, Esq.		Nicholson, 1928	8	2	2	..

Racing at Cowes, due to the tremendous tides and the danger of going on the shoals, requires a combination of skill and luck. It is to yachting what the Grand National is to steeplechasing — a very acid test. Then, too, it can blow very hard. Although the boats are very evenly matched, over an extended week's racing there are certain of them which do very much better in light air; others, in a blow.

Iris started in all races, got three firsts, two seconds and one third. She ran aground twice, and did not finish. She was practically unbeatable when it blew, and was very well sailed by Colin Newman, who raced the 6-metre *Betty* so successfully here.

Mouette, the wonder boat in light air, started in eight races, got two firsts and two seconds, and lost another race by going aground.

Zinita, good in moderate going, started in six races. Her record was two firsts and two thirds. In one race she went aground.

Vanity, the oldest boat in the class, was very good in light airs, but it was useless for her to go out when it blew. She made six starts, winning two firsts and one third, and was disqualified once for trying to cross *Iris* on the port tack.

Iris, designed and owned by Sir Thomas Glen-Coats, is at her best in a breeze.

Cowes Week proper lasts only a week, but the racing on the Solent covers a fortnight. The first race on August 4th was run by the Royal Southampton Yacht Club. The first two days of Cowes Week were run by the Royal London of Cowes, four days by the Royal Yacht Squadron, and one day by the Royal Southern Yacht Club (headquarters at Southampton, but start and finish as in the other races off the Royal Yacht Squadron).

The start and finish off the "Squadron" is from a range on shore to a mark boat about a mile out in the Solent. In the races for the 12-metres, the course, twice around, was about 26 miles. Some days it meant a lot of windward work; on others, largely reaching. All tried to hug the shore to get out of the tide. A man would be stationed forward heaving the lead. At the cry "Two fathoms!" the order would come "Lee-Oh!" and out we would go again. Sometimes we stuck. Many a race was lost by going aground; even the big classes were not exempt. The great fleet of steam yachts is anchored close by the finish, and often with a head tide it is necessary to beat through this fleet. It is a wonderful sight to see the racing classes coming through with never a collision. I shall never forget seeing the big schooner *Westward* picking her way with every sail set.

At the end of Cowes Week, when the King leaves, the fleet disbands, but many of the racing fleet go on down the coast to Ryde. This is not as social as Cowes but, due to the more open water, is a much better place to race.

We of the *Iris* moved down to Ryde. I was present only at the first two races which were run by the Royal Thames Yacht Club. The first day it blew very hard — some 50 miles. It blew so hard that the *Shamrock* did not come out, and the big cutters, together with the *Westward*, carried only lower sails. *Elena*, winner of the Spanish-American race, in a match race with *Westward*, split her main boom and never finished. Only two of the 12-metre Class came to the line, *Rhona* and *Iris*. The course twice around was about 26 miles — a reach most of the way. In this kind of going *Iris* was magnificent, but she carried a brute of a weather helm — it took three men to hold her tiller. She also carried a single reef — all she could take in — and her usual big jib. She "lugged" it, but often her cockpit was under water — with not a winch on her, it took six men that day to take in her mainsheet. Passing to the northward of Land Head Buoy, according to racing instructions, we were almost run down and sunk by the big handicap yawl, *Sumurun*. We were beating our only rival, *Rhona*, when, suddenly, in a heavy puff, her mast went by the board in six places. We ran down to leeward to see if she was all right and then finished alone.

I did not race on the *Iris* the next day as I was returning to London, but my last glimpse of racing on the Solent was of the *Iris* leading three of her class across the finish line. The wind had gone down somewhat, but it was still blowing hard.

I have never raced on the American 12-metres, so it is impossible for me to make a fair comparison. The *Iris* is not just a racing machine, as some affirm. She is very able in a blow and would make a good cruising boat. She has a double stateroom aft, a large main saloon and a very large forecastle and galley forward where the four paid hands live. After inspecting one of our new "Twelves" I would say that *Iris* is larger, and more powerful than our boats, and that she would probably be too sluggish for racing in light air on the Sound, but would give a great account of herself when it blew. Sir Thomas Glen-Coats, although most modest about it, has designed a remarkable boat. He claims that she is very much a large edition of his 6-metre *Echo* which gave such a fine exhibition on the Sound a few years ago.

It is a pity that actual comparisons cannot be made. If *Mouette* and *Iris* were brought over here they would be a hard pair to beat — *Mouette* in light air, *Iris* in a blow.

Cowes Week is also the big social event of the yachting season. There is a lot of visiting among the yachts. The teas at the Gloucester, one of the few good hotels in the town, are very popular, and there are countless parties every evening. During the week the Royal Yacht Squadron gives a dinner, at which the King is present, and the hospitable Royal London Yacht Club holds its dinner on another evening. There are but few places for the outsider to stay at Cowes. Most of the Americans gravitate to Rosa Lewis' Cavendish. She also runs a private hotel at Cowes for her friends — a beautiful old stone house, set in a lovely garden just behind the "Squadron."

Vagabond is frankly a "tabloid" cruiser, measuring only 22 feet over all.

The Auxiliary Sloop *Vagabond*

Perhaps You Do Not Care for Speed, but Do Like Comfortable Cruising — If So, You Will Like the "Vagabond"

By Jim Thomson

MAURICE GRIFFITHS, in one of his editorials in the English *Yachting Monthly*, decries the fact that so many tabloid cruisers are being built, when for a bit extra a few more feet could be added which, it is claimed, would result in an entirely different boat. Still, the tabloid type, if such it may be called, has its adherents and staunch defenders here as well as abroad. All of which brings to my mind the pleasure we have had with one of these "tubby cruisers," the auxiliary sloop *Vagabond*.

I had always admired a staunch looking little boat which slipped into our harbor several times during the late fall a few years ago. There was no sailing rig on her, but one could tell she had been designed as an auxiliary. The owner laid up in our port that winter, having the little ship hauled out and living aboard her. Our winters up here on the north shore of Lake Erie are not quite as bad as Canadian winters are pictured in the movies, but they are really cold at times. However, Maybee, who owned the little sloop, put in a pretty good season, with a heavy winter cover keeping off the worst of the snow and ice, and his little Shipmate keeping all snug below.

I had hauled out in about the same spot, and having occasion to visit my auxiliary yawl a number of times during the winter to contemplate those endless so-called improvements dear to the heart of every boat owner, I could not help but stop to admire her underbody and the solid way in which she was put together. It was only natural that I should be invited aboard and I spent many pleasant hours that winter smoking and "gamming" in the snug cabin.

Twenty-two feet long over all with a water line length of perhaps twenty feet and a beam of nine feet, she was all boat, and one would be surprised how easy her under water lines were, considering her dimensions. Drawing a little better than three feet of water, an iron keel of 1,500 pounds together with her ample beam, gave her sufficient stability to sail mostly on her bottom, as a small cruiser should, while the cabin afforded a good five feet, six inches headroom.

Vagabond hauled out, showing underbody. She is "all boat," and very roomy for her 22 feet, albeit a trifle high as to freeboard.

Perhaps her freeboard was a bit high, though it did not mar her appearance — not to my mind at least. The plans which I was shown put me in mind somewhat of Dr. Rowland's ketch *Mary* — on a reduced scale, of course. Her cockpit was self-bailing, draining aft through two scuppers;

it was six feet long and nearly as wide. A roomy seat went across the after end, over which a stout tiller worked while a good little single-cylinder, two-cycle Palmer, reputed to be of six h.p., reposed under a low bridge deck, at the forward end, the flywheel being just under the companionway steps. This outfit was certainly well put in — something one does not always see in an auxiliary installation. A standard reverse gear was fitted, while two 25-gallon gasoline tanks were placed one on either side of the engine and also under the bridge deck. Access to the whole is through three hatches, each provided with drains beneath, which lead into the cockpit. These hatches I have since found to be practically watertight.

Roomy lockers along the sides of the cockpit gave plenty of room for the thousand and one small articles of equipment bound to find their way aboard, while beneath the cockpit floor was ample space for the spare anchor, chain, fenders and the other items so hard to stow aboard a small boat.

Going below, a large full height locker and wide berth to port and a covered toilet and another berth on the starboard side were found. Up forward was plenty of storage and, what I liked particularly, here was a small cabin which the designer had been content to leave just a small cabin and not cut it up into a number of small cubby holes or so-called compartments.

Since only one of the berths was in use, Maybee had taken the mattress off the other and neatly installed his Shipmate, and while the plans never contemplated a stove here, it was a fine location as far as heating was concerned.

Built by Chaisson, of Swampscott, Mass., her planking measured full inch-and-a-quarter while her frames were two by two and spaced nine-inch centers. Not just useless putting in of material this, either, but everything well fastened and fitted. I was informed she didn't leak a drop. Being accustomed to lighter boats, I hardly credited this at the time but I have since found it to be the truth, except for the bit of dew she takes in through her exposed topsides when sailing.

Her sail plan showed her as a gaff-rigged sloop, knockabout rigged, but Maybee having broken the mast the previous summer had never rerigged her.

I certainly envied Maybee his boat but I did not think much about it until I went into commission in the early spring, when we moored in the harbor, the chunky sloop behind my slim yawl. There she remained, for her owner had taken a job as mate on the government fisheries patrol tug and had no time to use her. Every time I looked out of my cabin the bluff bows of that boat seemed to overshadow my stern. Things went along for a time and finally Maybee offered to sell her to me. I fell in with the idea at once but had to do a good bit of scraping in addition to selling the yawl. So far, I've never regretted it.

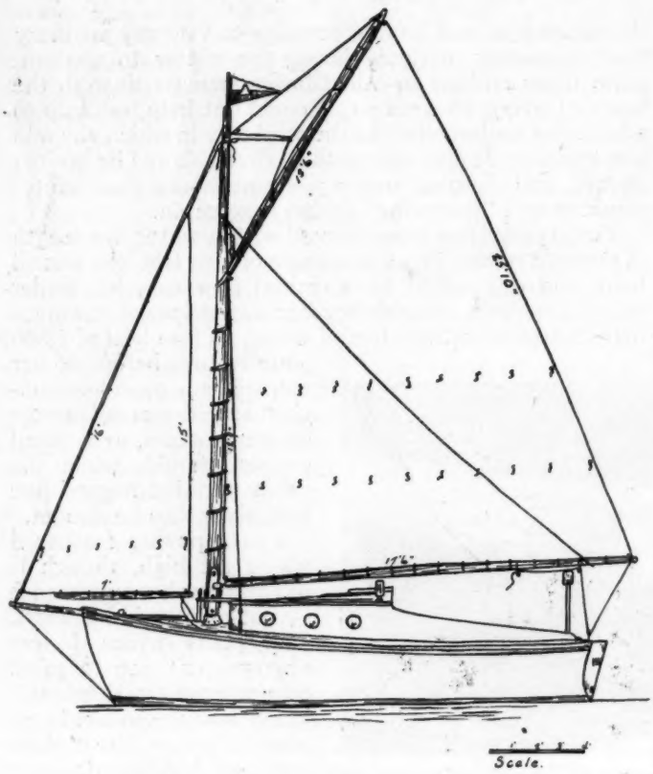
I used her as a motorboat for a few months, but I soon longed for the canvas. Picking a likely looking pine tree, I had it made up in accordance with the sail plan. The rest of the gear was secured and we were well pleased with her appearance when rigged, but a bit disappointed with her showing under sail. She carried such a weather helm that we were practically unable to hold her off the wind when it breezed up. Otherwise, she was truly a dream ship — for me at least. Plenty of room, easily handled except for the fault mentioned and a very inexpensive boat to keep up. After a short season we pulled her out and made a few changes in her accommodations. Now she appears as in the plans.

To correct her weather helm, a short three-foot bowsprit was added. The additional area we were able to secure in the jib seemed just what she wanted. A comb was built on the back seat to take a brass pin through a hole in the tiller and now she will steer herself to windward for — well, as long as we have ever asked her to. Off the wind she'll hold her course while one can attend to anything on the forward deck. This comb is very handy when under power and sailing single-handed.

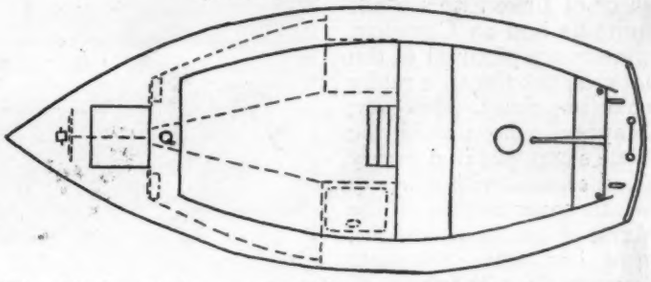
Going inside, we took out the full length cupboard and built a copper and asbestos lined compartment for the Shipmate, with a pan storage below and a canned goods storage behind. Dish lockers went above and two large shelves behind the toilet compartment. This latter is not boarded or curtained off, simply covered by a seat which drops in place over the fixture. After all, privacy is pretty hard to secure aboard a small boat.

To make provision for our lad who sails with us every other week-end we use a pipe frame berth which slips athwartship at night. Merely a piece of heavy canvas with wide seams down the two sides. Two lengths of galvanized pipe slip through these seams and the ends fit in neat chocks screwed to the sides at the foot of the regular berths. When not in use it stows under the mattress of one of the berths where it is out of the way until needed. Jack says it's comfortable, too, but then a boy is pretty easily satisfied, while my wife demands an air mattress on top of her berth cushion.

(*Continued on page 124*)

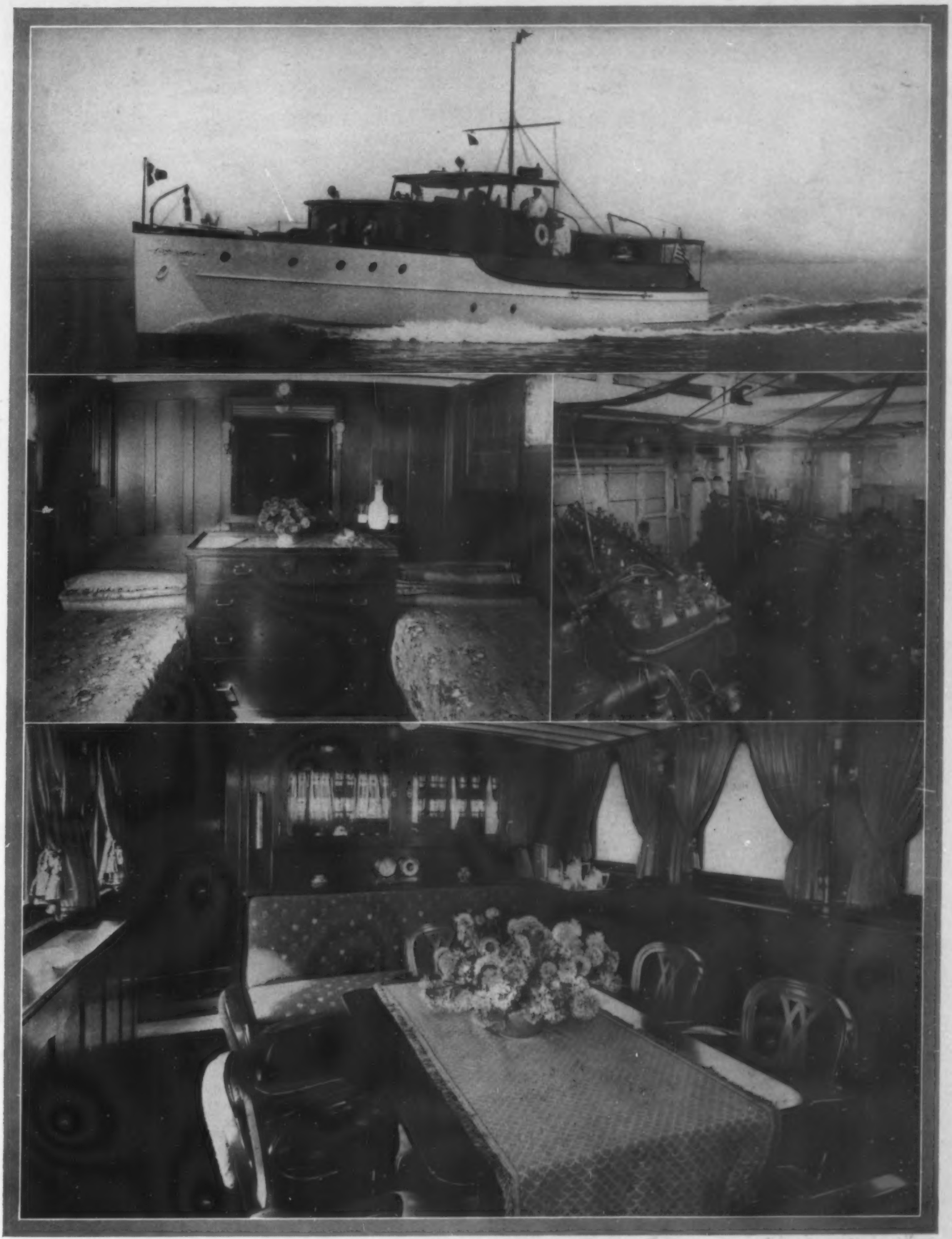


The sail plan of *Vagabond* is a conventional gaff rig.



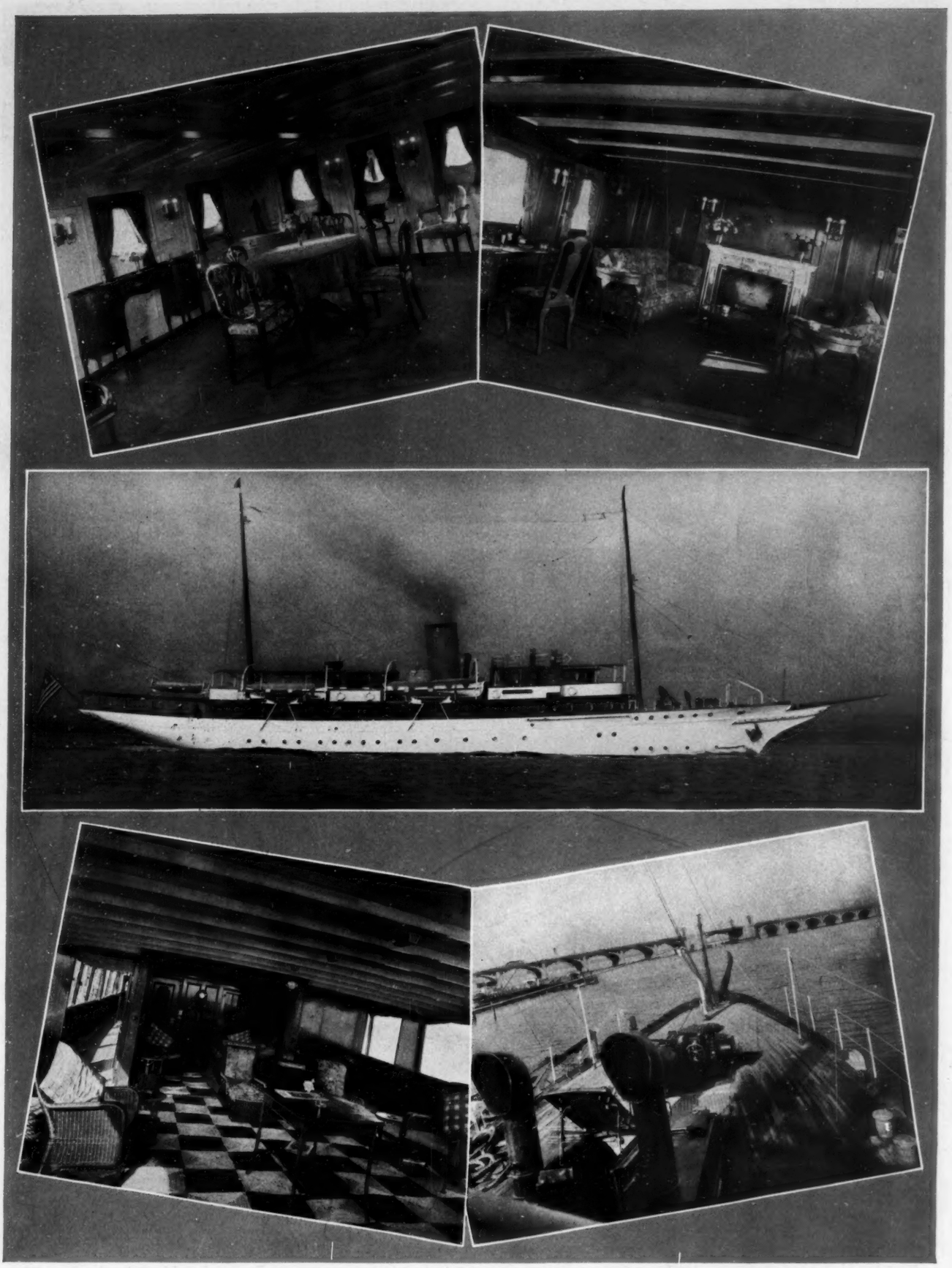
The cabin layout shows good cruising accommodations for two, with 5½ feet headroom.

Tranquille II, A New Consolidated Fast Cruiser



Tranquille II **is a fine example of the room and comfort possible in a 68-foot fast power cruiser. Designed and built by the Consolidated Shipbuilding Corporation for Richard Hellman, of New York, *Tranquille II* has a handsome, well appointed dining saloon in the sunken deckhouse, abaft which is the enclosed navigating bridge. Below are two double staterooms, with connecting bath, while aft is a large cockpit. Two 170 h.p. Speedway motors give a speed of 19 to 20 m.p.h.**

Queen Anne, A New Diesel Yacht

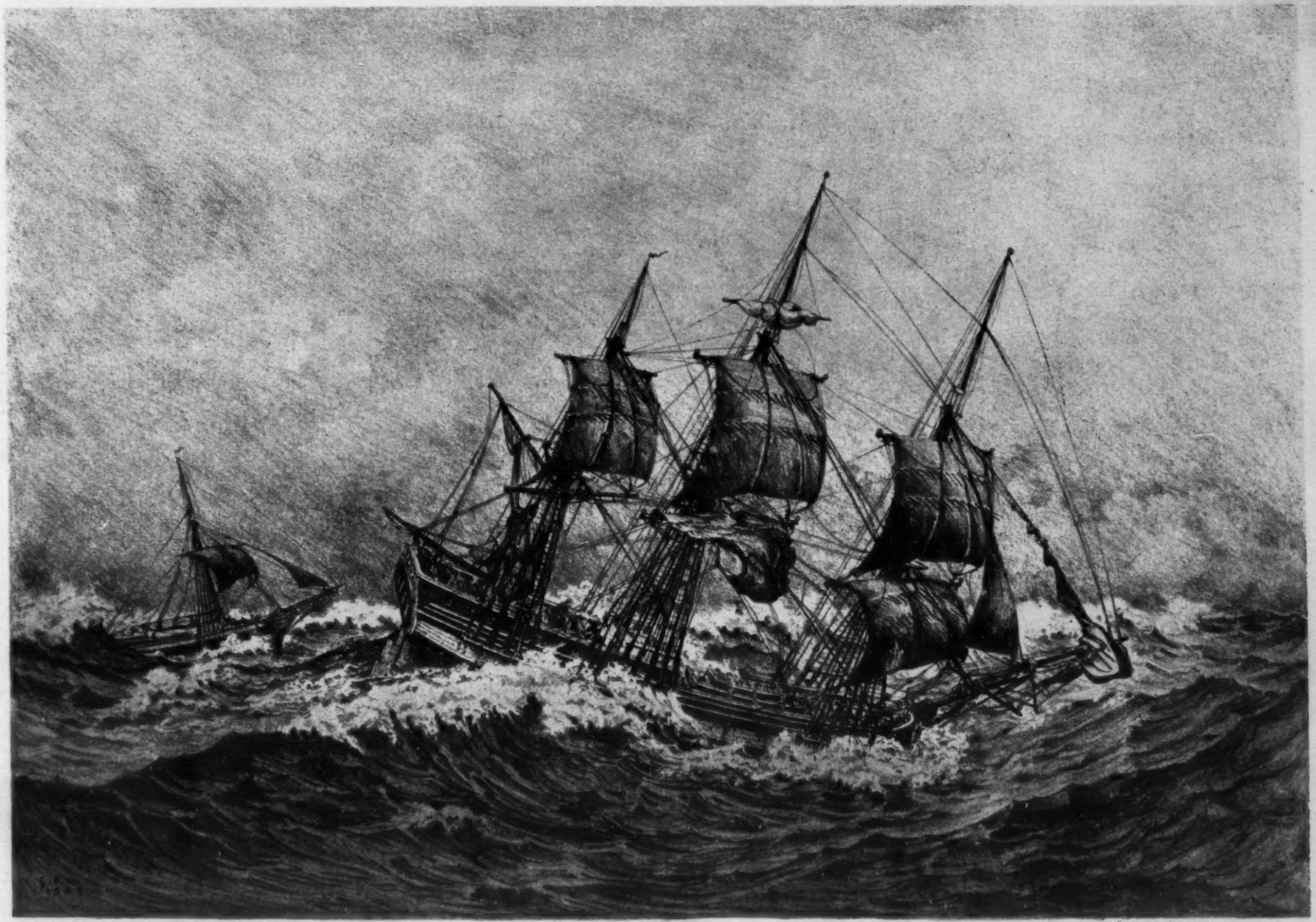


The new Diesel yacht *Queen Anne,* owned by Captain Isaac E. Emerson, of Baltimore, which arrived at her home port recently after a voyage across the Atlantic. Although very heavy weather was encountered on the passage the yacht came through with practically no damage. Designed by Cox & Stevens, the *Queen Anne* is 186 feet long over all, and is typical of the latest development in yachts of this type. Her cruising speed is 12 knots. She is now on a voyage to the West Indies.

A VISITOR TO SAINT MARC, HAITI.

From a recent etching by Philip Kappel of a square-rigger making port.

(Courtesy of Schwartz Galleries, New York)



THE SHIP *COLUMBIA* AND THE SLOOP *WASHINGTON*, OFF THE MOUTH OF THE COLUMBIA RIVER, NORTHWEST COAST, 1787.

From a lithograph of American ships by George C. Wales.

(Courtesy Charles E. Goodspeed & Co., Boston)

When the first leg is a reach the boats to leeward have little choice but to keep going and small chance to tack and get clear.

Racing in the Sound Inter-Club Class

Some of the Problems and Heartaches a Skipper Is Up Against in Racing in a Class of 28 Boats, Evenly Matched

By GORDON RAYMOND

PROBABLY one of the most interesting, as well as one of the most keenly raced one-design classes on Long Island Sound, if not in the entire country, is the Sound Inter-Club. This may be due somewhat to the sensitive reactions of the boats to every changing condition of wind and sea, and to the fact that there are twenty-eight Inter-Clubs racing, many of them sailed by some of our best small boat skippers. Perhaps this statement should be amplified by explaining that the Inter-Clubs, sailing over courses on the western end of the Sound, stage more tense moments under trying weather conditions, and provide more unusual and tense situations than any other type of boat in American waters.

As a basis for this statement, it is well to say at the outset that the western end of the Sound produces astonishing shifts of wind and sharp changes of direction in the tide. This naturally makes the racing of a very fluky character. Any descriptive picture of the actual conditions would put too great a strain on the reader's faith, particularly if it comes from one who sails in the class. As an example of conditions, it is sufficient to say that, occasionally, in sailing in this area, the leading boat sometimes barely saves the time limit for the course; that it is nothing for two boats one hundred yards apart to be laying the same course on opposite tacks; that of two boats this same distance apart, one will have a spinnaker set and the other will be beating for the same mark; that it is nothing at all to start the race in Paddy's hurricane with barely steerageway; and last, but not least, that the sensation of leading to within a few feet of the finish line, only to experience the agony of having the wind go up the mast and let one or more boats slip by, is nothing uncommon.

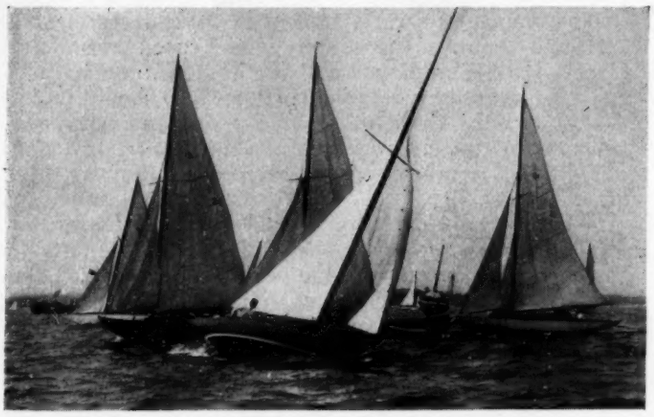
Inasmuch as the conditions which exist in the Inter-Club Class, where from twenty to twenty-five boats frequently start in a race, prevail in other large classes where many boats of the same type and speed are sailing, the tactics to be employed and the lessons to be learned from three years of racing in an Inter-Club should prove of value also to these others. So I am analyzing the conditions in this class as they are met every day, and setting down certain conclusions for what they may be worth.

The Inter-Clubs measure 29 feet on deck, 19 feet water line, 7½ feet beam and 4½ feet draft, but the outside dimensions fail to describe the peculiarities which make these little boats so fascinating to handle. The hull form is very powerful, with tremendous reserve buoyancy and a great deal of molded depth which, added to the substantial beam, provides a surprising amount of room in the cabin and comfort in the deep open cockpit. These characteristics have produced a full-bodied boat with a hard spot amidships — not an unfair line, but a definite point where the lines turn in sharply, narrowing the floor so that just as soon as the boat is through pushing the water she begins to drag it. This acts as a sort of pivot, or center of balance, which makes the boats very susceptible to any change in sail trim and also causes them to be a bit sluggish to get going in light airs, particularly when there is a bobble of sea. Under such conditions they must be sailed wide with eased sheets; but when it blows hard they are very powerful and, settling down to their long topside lines, they go along very steadily with flattened sheets.

The masts in Inter-Clubs are literally willow wands, and the trick of staying them properly and keeping them somewhere nearly true is an art in itself. Only one mast has been lost while racing. Nevertheless, in any kind of a hard breeze these masts assume curves of different shape,

Turning a mark in the Inter-Club Class. The boats on the outside frequently see many of their competitors slip by and around as their wind is shut off or broken up.

and whether one discounts it or not, the shape and form of the sail is being constantly changed. If this does not affect the trim of the boat, then I do not know canvas from sheet iron. Granting that the centers shift easily and that one of these is decidedly flexible, it must be conceded that an interesting problem is presented with boats that respond readily to delicate adjustments. Particularly interesting is the fact that these boats never seem to perform twice alike under the same treatment, and it is generally admitted by the experienced skippers that one practically has to find his boat for the conditions of every race.



The usual jam at the windward end of the starting line in the Inter-Club Class. Usually, only one boat can get away "clean" in this situation.

In the final analysis, draft in the sails is the deciding factor in making these boats go, for it has been proved that they are absolutely dead with a flat sail in anything other than a half gale. In this connection it should be borne in mind that rain or dampness will alter the camber of your sails and reduce the draft, so it is always necessary to slack away the outhaul and pull the slack in the foot of the mainsail forward toward the mast in order to produce the amount of draft that the sail originally held. I mention the draft in the sails of an Inter-Club as of great importance because when sailing a craft so finely balanced, the angle of draft is a fine adjustment that must be found by playing with it until the best results are obtained and the boat has found her form.

Weather conditions on the Sound these days present a problem even to the "old-timers," for the growth of Greater New York has unquestionably affected the wind, which normally was quite regular in its habits twenty years ago. This vast built-up section of land, filled with buildings and manufacturing plants with tall chimneys, adding to the waves of heat which radiate from thousands of roofs extending for miles, creates an upward draft of air that is intensified during hot summer days and interferes with and deflects to a large degree the natural progress of the southwest wind in its march inland from the sea. Naturally, this makes very fitful conditions on the Sound, and until the true afternoon breeze sets in it is very difficult to judge the weather accurately or to form any definite plan of action for the race. Often, after having decided to take the weather end of the line a sudden shift of wind will force you to change your plans quickly and start at the leeward end.

The fundamental reason for the terrific jams in this class is that many of the starts are down wind, and when (as is often the case) twenty-odd boats start abreast, with spinnakers set, they hit the leeward mark in a cloud of canvas. Here you have a problem in twenty-eight factors with X as the unknown quantity. Regatta committees should make a point of establishing starting lines that decidedly favor the leeward boats when the first leg is a broad reach or a run. Unfortunately, this is seldom done and then there is the situation of twenty-odd boats trying to start fairly on a broad reach with the line forming an angle that permits only one or two boats a chance to get away clean. The fairest start, really, is to windward, and such a start is simple even in a large class as compared with one down wind, as it is almost impossible to nip out past the weather end of the line and keep entirely clear of the jam of boats that is sure to be there. In such a mess one not only has to outwit the experienced skippers, but also to dodge the poor starters or beginners who may be too soon or who pay scant attention to the rules. Yet a run on the first leg certainly gives the slower boats a better chance, for it is the only point of sailing on which they can actually hold back a faster boat.

The experienced man will usually choose a leeward start down wind, provided the line is formed at a correct angle. However, last season the weather seemed fatal to leeward courses, for time after time the wind would shift from a

(*Continued on page 130*)

A Plea for Greater Rationality in Measurement Rules

Part II — The Advantages of a Restricted Rule for Developing Different Types

By GEO. HILL

IN making a plea for greater rationality in measurement rules for the classification of yachts in the last issue of YACHTING, I stressed the importance of allowing greater latitude in design than is possible under the rules at present in force, and the need for simplicity in measurement of sail area, in scantlings and in definitions generally.

Under the suggestions for a restricted rule which was offered yachtsmen for discussion, yachts of different types and form could be built, and centerboard boats would not suffer in rating as they do under the present rules.

Four more or less typical designs are submitted here in order to show the variation in form and type that may be expected under such a rule.

Hull *A* is a centerboard type that has been found to be fast, able and very roomy. It has many advantages, especially in shoal water harbors or bays, and aside from the annoyance of a trunk in the cabin, has but few disadvantages. The form should be fast.

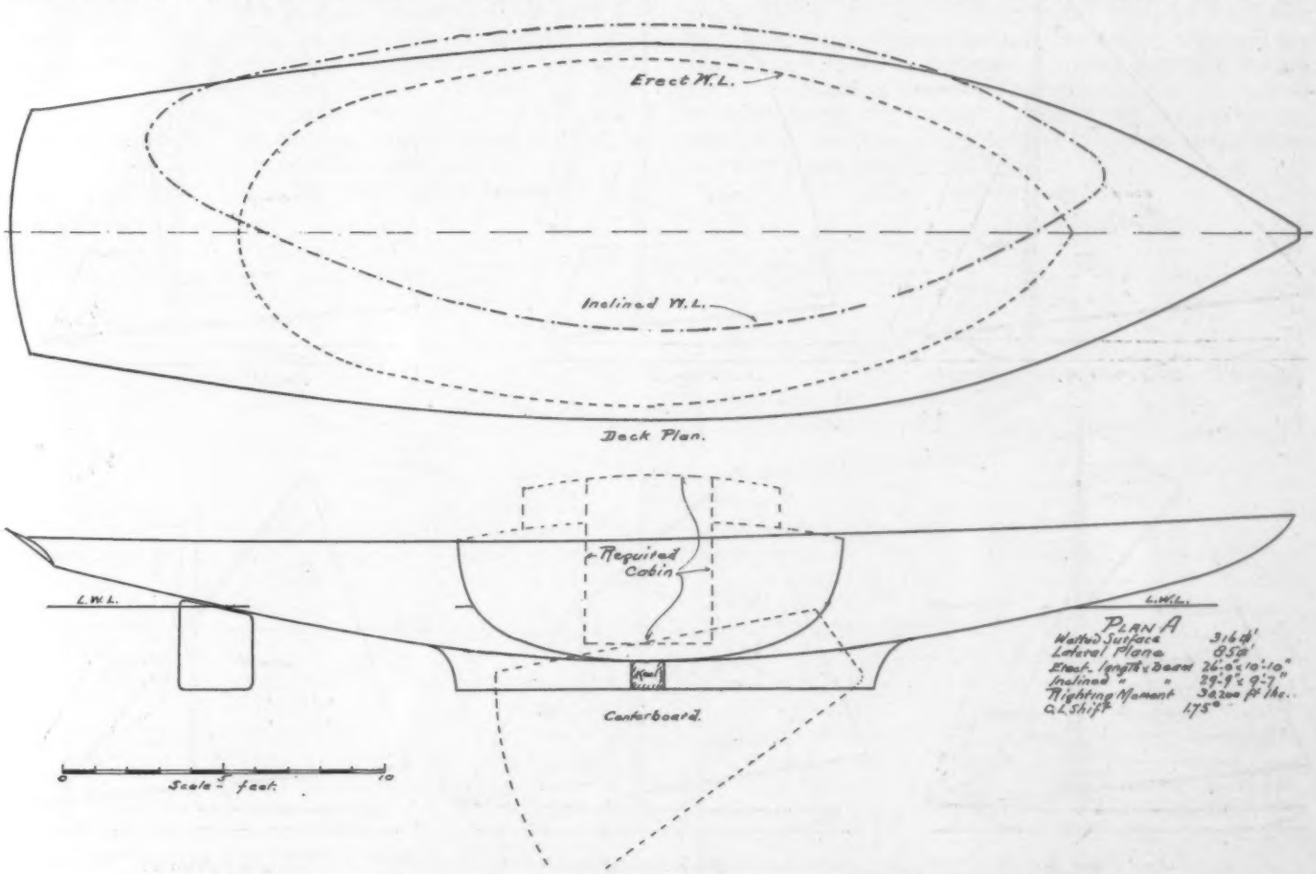
Hull *B* is the conventional keel type with the keel kept down to the limit of lateral plane requirements so as to reduce the wetted surface to a minimum. It shows the disadvantages of an unsymmetrical heeled form, which is characteristic of the type. It is also to be noted that the longitudinal center line when heeled is not parallel to the keel, so that added resistance may be expected. It will be wet in a seaway, will not properly gain in speed when hard driven, and may be expected to bury, but should be as fast as any of the present yachts of her type and sail power.

Hull *C* is of the form used in *Akista*. It is fast, dry and reasonably roomy. Such a form, with the ballast allowed by the rule, has power enough to right itself if laid flat, displacement enough on the side when the mast is in the water to float with the companionway clear, and if heavily constructed would float even if stove in and filled. It has small wetted surface in comparison with the others.

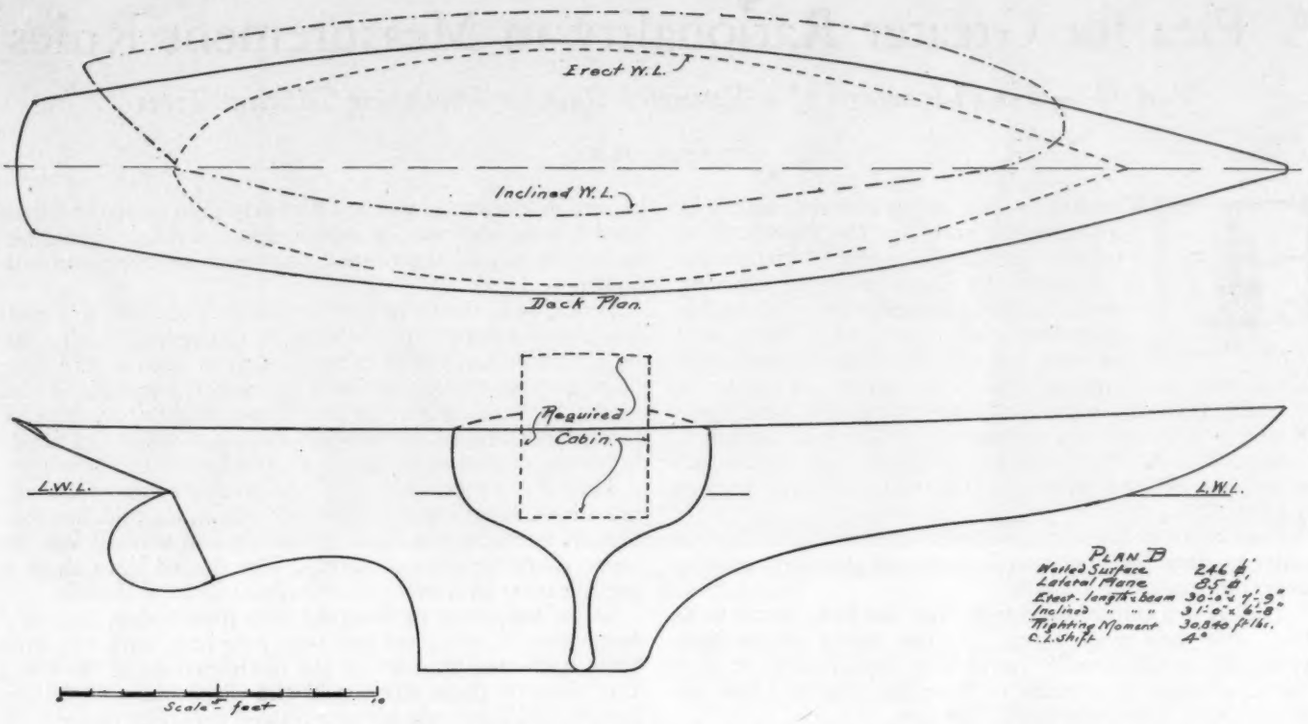
Hull *D* is a modification of *C* with short bow overhang, maximum length water line and minimum midship section. It is not as good as *C*, probably, but would have the same characteristics of safety. The dotted lines show a modification to a more conventional form, if desired.

Other hulls may be designed with plumb stem and very long stern; plumb stern and very long bow, with a narrow body and wide fin, and all the modifications in between; but none of these can avoid the displacement requirements, and if any one of them proved generally faster than any of the forms shown, we have learned something. It will be noted that there is nothing suggested in the way of barring anything like a catamaran (neither is there anything in the present rules for that matter), and it might be interesting to have a designer try that form. Again we might learn something.

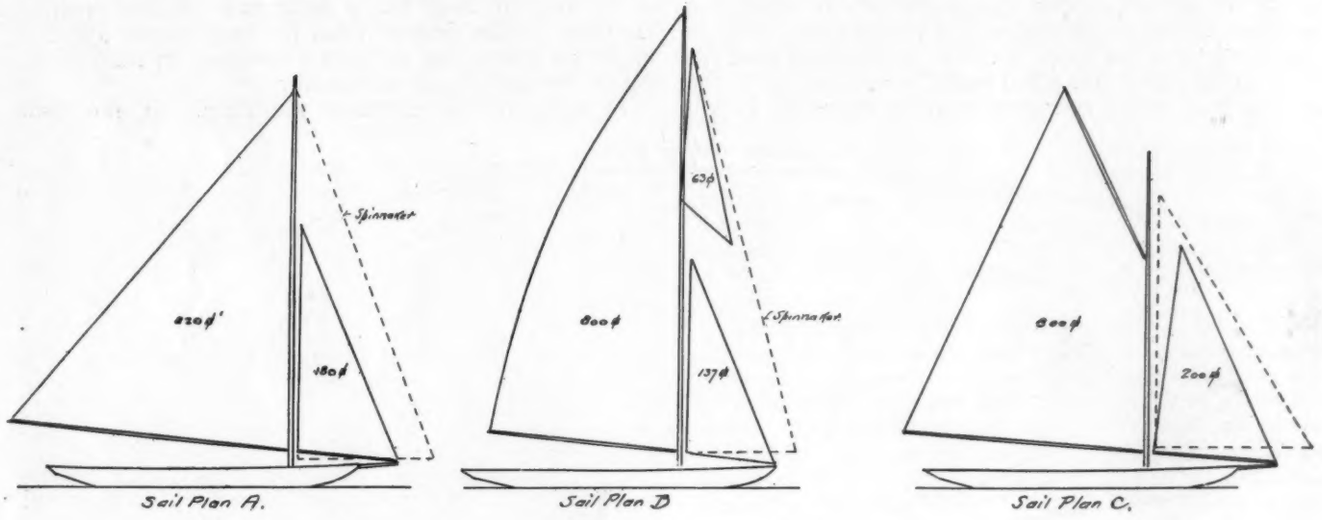
In sail plans the endeavor was simply to show how

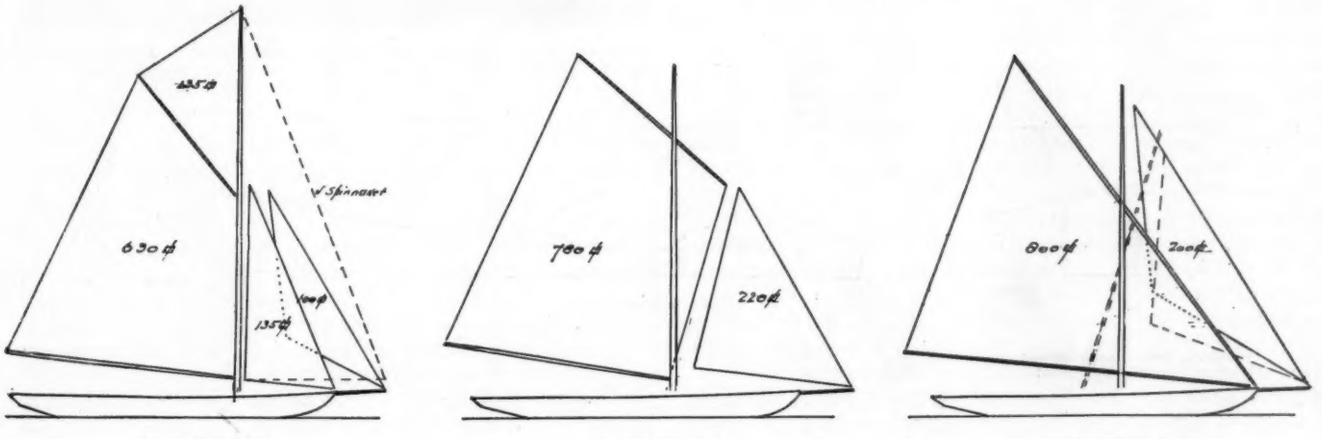


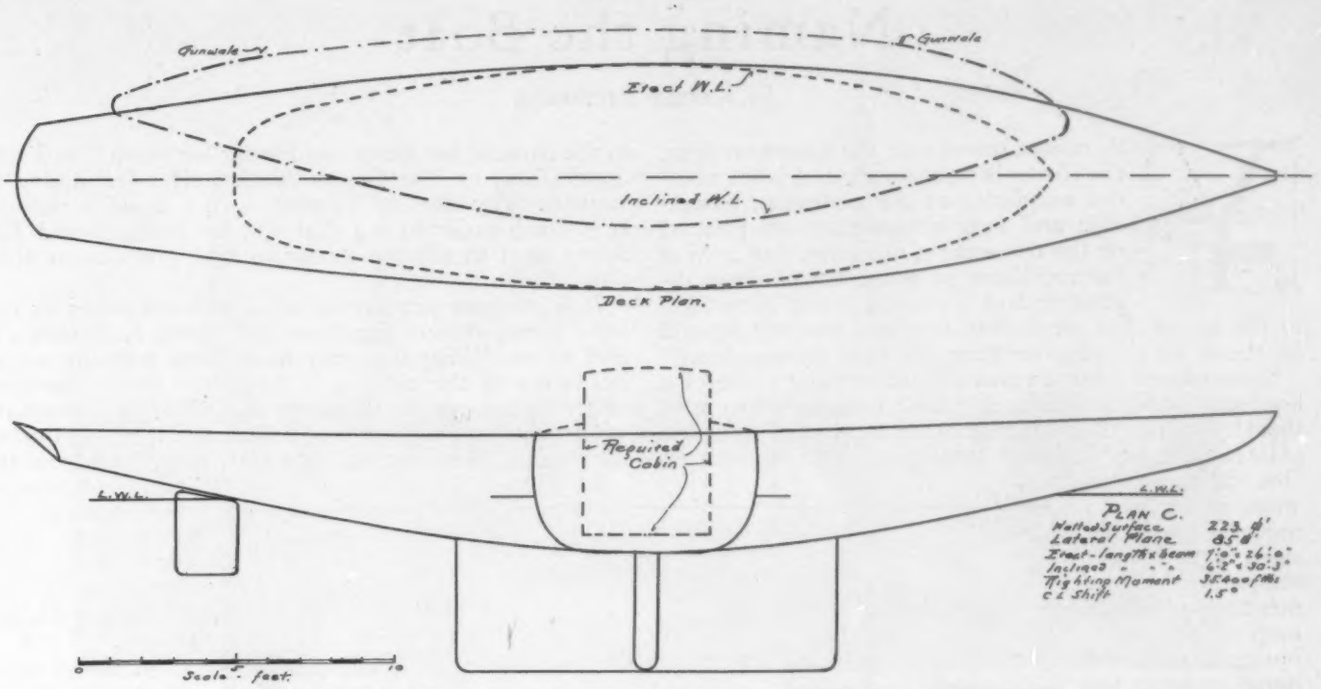
Plan *A*. Centerboard boat, showing erect and inclined water line. Boat will be roomy and able.



Plan *B*. More or less conventional keel type with keel cut down to limit to reduce wetted surface.







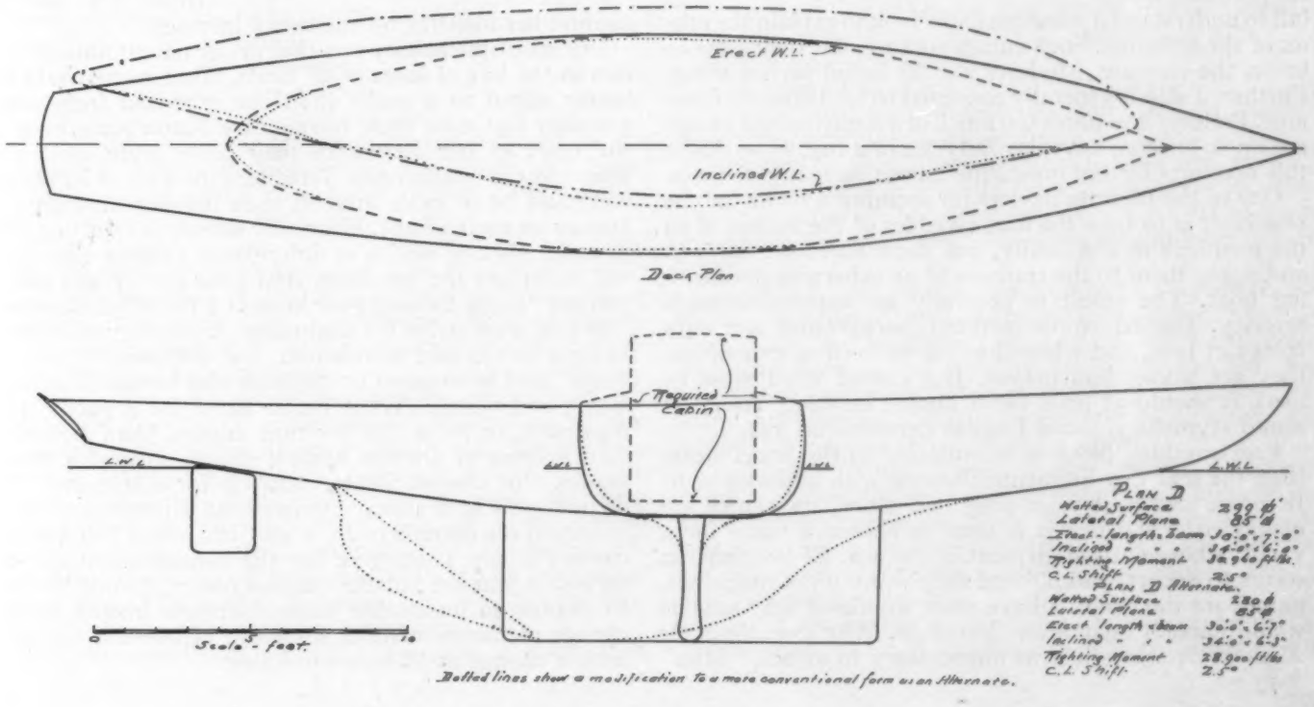
Plan C. A fin keel form, fast and reasonably roomy, offering minimum wetted surface.

different tastes could be met. We may have developed already a form of sail that gives maximum driving power per sq. ft., and we may not. No one knows as yet because we have no means of accurate comparison. Where rigs have been changed other changes have also been made, so that any observed improvement might be due to one of several causes.

Take the case of the triangular mainsail. If we tried out on the same hull, with the same size jib and the same position of center of effort in a vertical line, a set of mainsails of, say, 400 square feet actual, we could get some very valuable data. One might have a curved luff, short boom and some fulness; another, the same luff and height of C of E, but as flat as possible; then, one with the same luff, same fulness, but a big roach to the leech; another sail to the same dimensions might be made as flat as possible; then, a set of four with straight mast and short boom could be tried; and a set of four with straight mast and longer boom. With the data thus obtained we could really learn something about the efficiency of different rigs.

It is certain that many experiments made to date are inconclusive. They merely show the necessity of further study. To be of value an experiment must be conducted on a hull being driven through the water, the hull and conditions remaining constant so that the only variant will be the shape of the sail. Then the experiment must be repeated, using the various forms of the sail with a different hull, for it is probable that the same shape is not necessarily the best for all hulls.

(Continued on page 122)



Dotted lines show a modification to a more conventional form as an Alternate.

Naming the Boat

By KEENE RICHARDS

OU cannot travel over the waters or along the shores of our sounds and lakes without wondering at the grotesque, unsuitable and ugly names that are painted on the transoms of otherwise fine looking yachts. Some of these names show ingenuity and no doubt mean something to the owner, but more than that can scarcely be said for them. To the observer they are often meaningless.

Some owners cannot resist the advertising value of a boat and insist upon dragging their business afloat with them by naming their craft after their product, or using one of its slogans, well known in the pages of their advertising. One of this class went so far as to name his Class "R" sloop after his pet real estate development and painted a map of the development, with the name in large letters, on the mainsail. He was quite disgusted and not a little surprised when the regatta committee would not let him race. Fortunately, such extreme cases are rare, and our clubs are quite capable of dealing with them as they arise.

A favorite device for securing a name for the new craft is to take the first syllables of the names of all members of the family and scramble them.

What can be said for the owner who modestly names a boat after himself? He probably would fail to understand if someone undertook to explain the ethics of the situation. Such names are rare, but they seem to be on the increase. Modesty should forbid such a thing. Further, a ship is generally conceded to be distinctly feminine. Perhaps it requires too much of a stretch of the imagination to observe anything ladylike in a tug, so no doubt this accounts for the masculine names on many of them.

One of the favorite devices for securing a name for the new craft is to take the first syllables of the names of all the members of the family, put them together, stir well and apply them to the transom of an otherwise unoffending boat. The result is generally an unpronounceable atrocity. Coined words without background are ugly things at best, and when they fill no need of expression, they are worse than useless. If a coined word must be used, it should at least be of honest heritage, based on sound etymology. Good English demands no less.

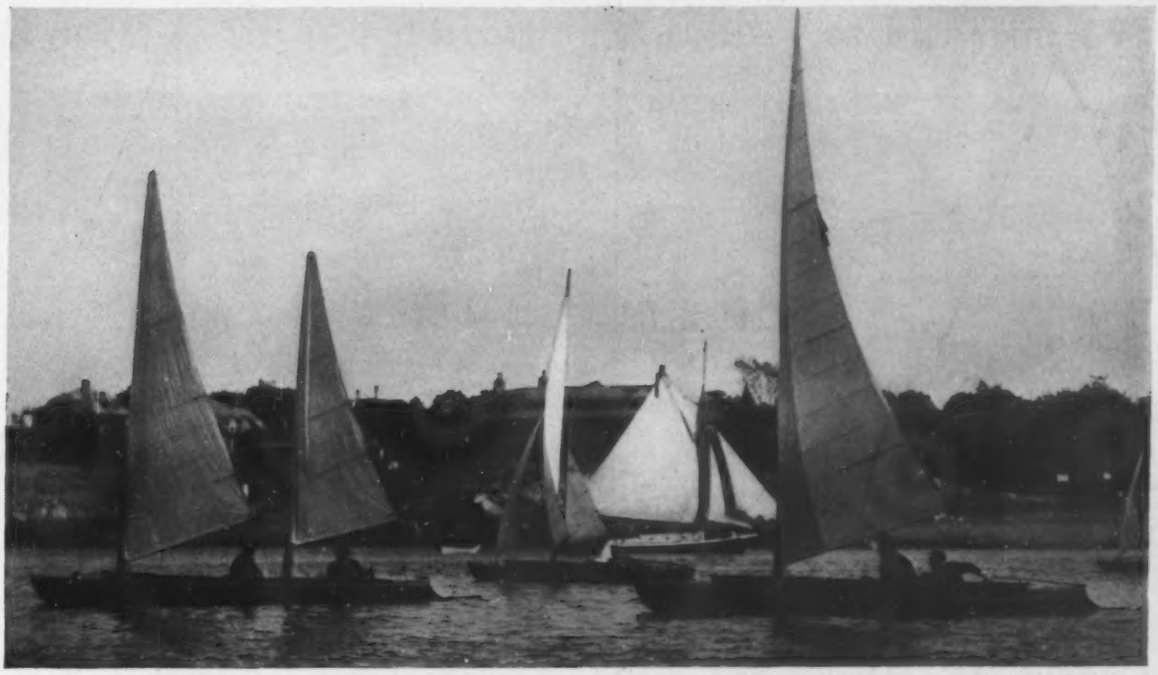
Can anything be more stimulating to the imagination than the sea? Our literature abounds with allusions to it. In prose and poetry, in song and story, its glories are magnified. Yet when it is time to choose a name for a yacht, whose natural element is the sea, all imagination seems to depart, and old and shop-worn, if not ridiculous, names are the result. I have often wondered why anyone would name a boat *Miss So-and-So*. Why not *Mrs.?* Or *Madam?* It seems just as unnecessary to attach "Miss" to the front of her name as to letter her stern *The Yacht Sarah Jane*, or *The Cruiser Shadow*. Her femininity is obvious. Why label it? Further, such a name is clumsy. It is much easier to say that you are going aboard *The Spray* than to tell the tender to take you out to *Miss Canajoharie.*

It is common practice to call a series of boats by the same name designating them as *Shadow I*, *Shadow II*, and so on. While this may have some meaning as an indication of the number of boats the owner has possessed, it is sometimes felt that as each craft is generally quite different from her predecessor, she is entitled to her own name. This custom, no doubt, has grown from the fashion of naming the eldest son for his father, calling him Junior, William Jones II, William Jones III, and so on. When a yacht passes on to another owner, confusion is apt to result through a change in her name. If a yacht has had an honorable career and is well known, it is quite undesirable to change her name. Most sailors agree that a boat acquires personality. If this is admitted, her name is involved in that personality, and it seems too bad either to take it from her or to confuse her identity by the use of another.

Our maritime history and that of our parent nations are rich in the lore of ships of all kinds. What name could be better suited to a yacht than one inherited from such a vessel? But even then, have a care. Know something of the craft so her namesake may have pride, and not shame in the relationship. Trouble? Not a bit of it. Nothing could be of more interest than delving through sea history on such a hunt. Your only danger is that you will discover such a wealth of interesting reading that you will never get the job done. And your family will ask if you are "going to keep your head in a book" all summer.

If you must strive for originality, mythology will prove to be a fertile field of research. Get Bullfinch's "*Age of Fable*" and be inspired by the gods and heroes of ancient Rome and Greece. What better name for a yacht than *Aphrodite*, or for a tug, for that matter, than *Hercules?* Any volume of ancient history should suggest a dozen names. But choose. *Zephyr* may do for a schooner, but do not apply it to a heavy power boat without a muffler.

So you see there is really a lot "in a name." If you are naming a new boat, give her the consideration she deserves. If you are not the original owner, do not hesitate to change an unsuitable name. Neptune frowns upon a change of names without a change of owners, but with such a change no ill luck will follow.



The three boats of the Marblehead Development Class were identical as to hull, but had different rigs. Left to right: *Dragon Fly, Blue Bill, Waimarie.*

An Interesting Experiment in Rigs

Some Valuable Data Obtained from the Development Class at Marblehead

By L. Francis Herreshoff

OF late years sail boats, like other mechanical devices, are being divided into distinct types. As development progresses it is clear that combination racing and cruising boats cannot achieve both purposes satisfactorily, any more than in the case of automobiles or aeroplanes where the carrier type differs widely from that of the racer. Sail boats might be divided as follows:

1. Cruisers
2. One-designs
3. Rating boats
4. Development boats

In a good cruiser the only measurements should be the owner's requirements as to room, etc. These, of course, cannot be compared with those of another boat designed for obtaining a rating for racing.

The one-design type fills the demands of a certain class of yachtsmen who require that their competitors shall not be allowed to use ingenuity in their rig or equipment to beat them. One-design boats, of course, have the advantage of any commercial product that is manufactured in quantities.

Rating boats for racing proved very interesting for a while, but many of the owners of such boats thought they were still sailing in one-design classes, or still cherished the hope of developing a combination racer and cruiser. The result is that they have made the rules more and more complicated as the years have gone by. Today these boats are hedged in by a multiplicity of measurements and their construction must be inspected by steamship inspectors. The cost is consequently very great, but, still, they are neither cruisers nor racers.

Development boats are what the name implies; they are a class of boats in which experimentation is encouraged, and are the natural reaction from too much measurement. The first of these classes, the so-called "Suicide Class," was started at Huntington, Long Island, last year. The promoters are to be congratulated on having the nerve to be able actually to start a class of this kind. The rule is simple, with few restrictions, and seems to be perfectly practical for close competition. It is:

S. A. limit — 125 square feet, actual area measured
Beam limits — minimum, 3′ 6″; maximum, 5′ 6″
Freeboard — minimum, 6″
Thickness of planking — minimum, 5/16″

The six boats built to this rule that raced at Marblehead were roughly like those shown in Figs. *A* and *B*.

Number 1, *Spook*, was designed, sailed and built by Mr. Charles Young. I understand that she cost less than $100 for material. She was very fast in a drift to windward with her small hull, high sloop rig and large centerboard.

Number 2, *Hell No*, was designed by C. D. Mower, and she is a very pretty boat, as might be expected. She may have had too much wetted surface for light going and may have lacked stability for heavy weather. She was also open the whole length and took in considerable water and became "logy" in the last race, which was sailed in what was about a force 6 wind.

Number 3, *Daquiri*, designed by W. Atkin, was a sort of long, narrow skiff with a slight round to the bottom and considerable flare to the sides. She was quite heavy and was sailed heeled over for reasons of hull shape, but this did not seem to work well with the high, narrow gaff rig which swung to leeward.

Fig. *B* shows the three boats that were owned at Marblehead. They were more carefully constructed and

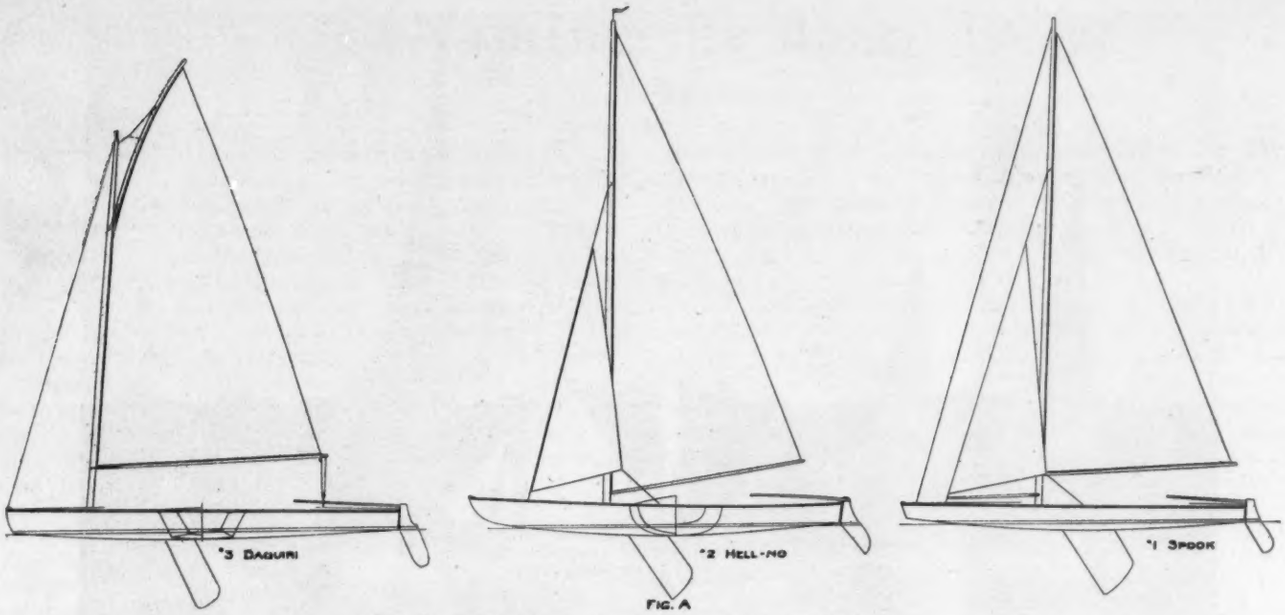


FIG. A

The three Huntington boats that raced at Marblehead.

lighter than the other three, were quite expensive and had smooth bottoms of varnished Spanish cedar. Their sails were special and of fine material. The hulls were built exactly alike to see what could be found out about their sail plans.

Each of the sail plans was exactly what the owners wanted, which was very interesting, particularly as almost everyone laughed at the cat-yawl rig. Many people, lately, have been laboring under some popular theory that an efficient sail plan must have an overlapping jib. There has been much talk about jibs feeding the vacuum on the lee side of the mainsail. Some people even thought they could predict exactly what would be the resolution of forces which propelled the boat on the different rigs, and spoke much of angles of attack, high lift from leeward negative pressure, etc., etc.

The result of the three races (in the writer's opinion), gives a very good idea of the relative values of the different rigs. They were as follows:

Position at Finish	1	2	3	4	5	6	*Position at Finish*
Dragon Fly (Ketch)	2	1					53 Points for Marblehead
Waimarie (Cat)	1	2					
Blue Bill (Sloop)			2	1			
Spook (Sloop)			1	2			28 Points for Huntington
Hell No (Sloop)					2	Did not finish	
Daquiri (Cat)					1	2	

The *Dragon Fly* had double luff sails which made good

(*Continued on page 138*)

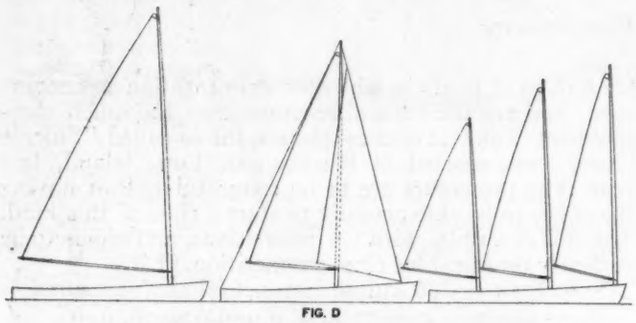


FIG. D

Can anyone tell which of these is the best sail plan?

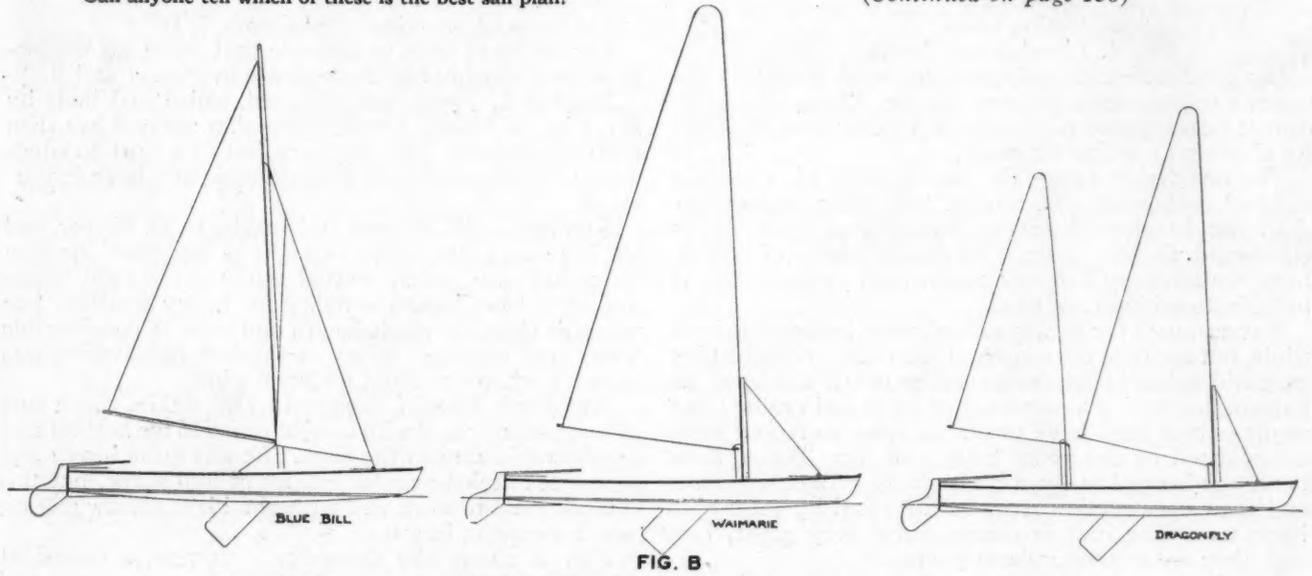
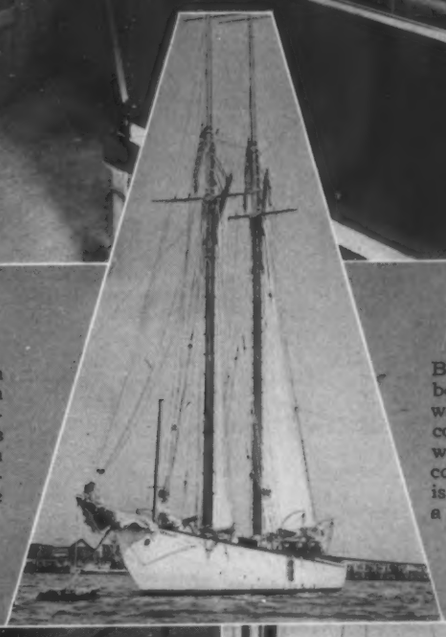


FIG. B

The rigs on the three Marblehead boats. *Dragon Fly* proved the best in the series.

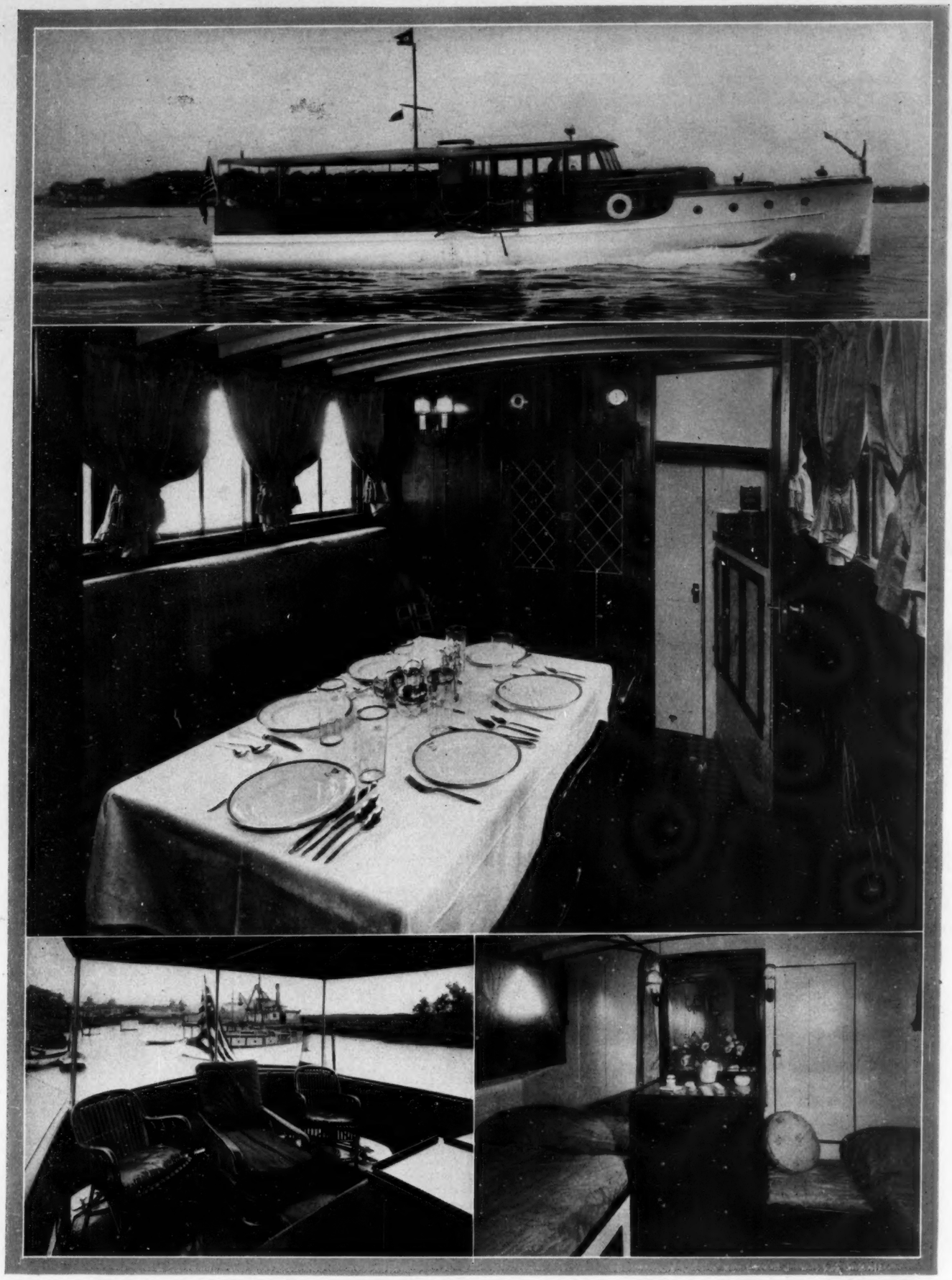
Seaward—A Rugged Cruising Auxiliary of Fisherman Type

Seaward, owned by Cecil B. DeMille, is a 106-foot auxiliary cruising schooner which shows many novel features in accommodations and deck comfort for a yacht of this size. Above is a corner of the main cabin showing 'thwartship table, built-in phonograph (at left) and ancient map of the Catalina Channel on bulkhead panel.

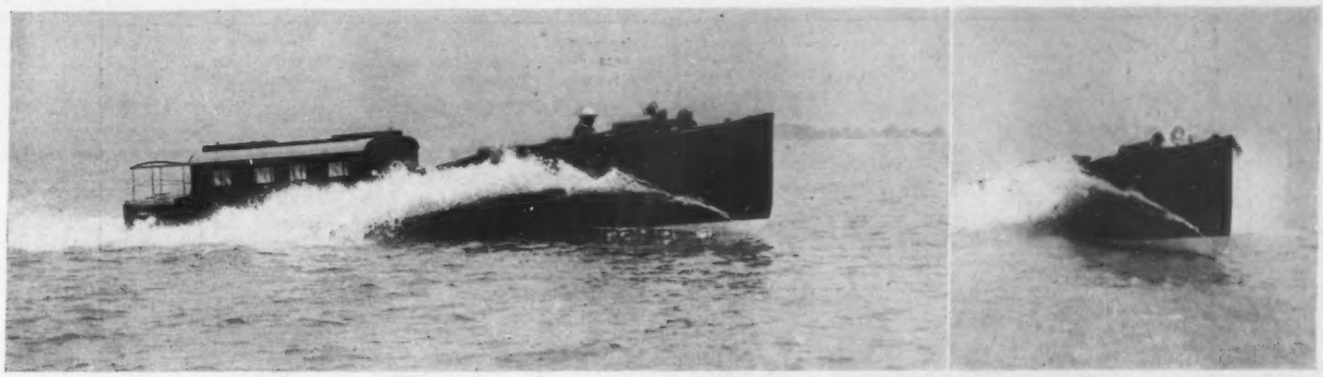


Below is seen the after deck with wheel box seat and windbreak over companionway, with a sheltered seat on either side, conducive to comfort in windy weather when the spray is flying, and (at left) a corner of one of the staterooms. *Seaward* is of the well-known fisherman type, with a short bowsprit. She was designed by John G. Alden.

Edithia II—A Well-Planned 56-Foot Cruiser



One of the new power cruisers of moderate size that offers the maximum in comfort and accommodations is *Edithia II*, owned by Harold G. Perry, of the New York Athletic Club. The dining room, which can also be used as a lounge, is under the forward trunk, while two staterooms aft are so arranged as to accommodate six persons. The deckhouse is ideally arranged and very roomy. The Dawn Boat Corporation were the designers and builders. Two 6-cylinder Lathrop motors give a speed of 15 m.p.h.



Speed plus comfort. *Rosamond III*, a 32-footer owned by ex-Commodore Emil G. Schmidt, of Put-in-Bay, which combines both. A roomy, watertight cockpit is placed well forward, while the cabin aft is handy in wet or windy weather and can be used for week-end cruising. John G. Alden was the designer. A 6-cylinder Kermath gives a speed of over 20 miles.

The Month in Yachting

Palm Beach-Nassau-Havana Winter Ocean Race

TO the growing list of ocean sailing events is now added the sport's first three-cornered international racing competition. Formal announcement of the completion of arrangements for the race, to get under way from Palm Beach, Florida, and to touch Nassau, the British West Indies, and Havana, Cuba, has just been made by Commodore D. H. Conkling, of the Palm Beach Yacht Club. The start will be made on February 23rd as a climax to the regular seventh annual Washington's Birthday regatta of the South Florida Club.

This race, expected to attract many of the country's finest ocean-going sailing yachts, will cover an approximate total distance of 850 miles. Trophies have been offered by the Royal Nassau Sailing Club, the Cuban Government and the Governor of the State of Florida. At the time of this writing plans were under way to approach President-Elect Herbert Hoover with a request that he sponsor a grand prize to the outstanding contestant of the three legs of the race. Another special prize has already been offered by Col. E. R. Bradley, prominent member of the Palm Beach winter colony.

The conditions and time allowance rules closely follow those of the Bayside (Long Island) Yacht Club's annual Bayside-Block Island auxiliary handicap race. The competition will be open to auxiliary sailing yachts in cruising trim of not over 80 feet nor under 29 feet overall length. There will be no restrictions as to sails or crew. Details as to fuel allowances, time allowances, cruising trim and the like, are covered in a race circular now being distributed by the Palm Beach Yacht Club. This circular and entry blanks may be had on application to Commodore Conkling, West Palm Beach, Fla.

The first leg of the international race, calculated to renew interest in ocean sailing and to popularize the sport in southern waters, will be approximately 180 miles in length, from the docks of the Palm Beach Yacht Club and those of the Royal Nassau Sailing Club at Nassau. With favorable racing weather this first leg of the long triangular course should be negotiated in 24 hours. The compass course will be about south-southeast, allowing for the swift moving Gulf Stream flowing northward.

At Nassau the yachts will be checked in by a special committee of the Royal Sailing Club and the crews cordially welcomed. Vice-Commodore Daniel Bacon, of Nassau and New York, has been named a committee of one by the Nassau Club to represent it in all arrangements and preparations.

The schedule, as outlined by Commodore Conkling, calls for a 24-hour stay at Nassau. During this time the racers will be entertained and the cup of the Sailing Club will be awarded the winner of the first leg by the Governor of Nassau, in person.

At the close of ceremonies at Nassau and with the fleet again ready for sea, and augmented by several new entries expected to be picked up there, the racing vessels will undertake the long second leg of approximately 380 miles to Havana. This leg probably will follow a course north by west from Nassau, past the Berry Islands and thence southward to Cuba.

Havana, gay with the season's color, will be in a fitting mood to welcome the racing craft and crews. The passage from Nassau to Havana should take not more than three days. Thus, arrival in Cuba should be made on February 28th — just five days after the close of the fourth annual Star Class regatta at Havana, under the auspices of the I. S. C. Y. R. A.

Working in conjunction with Commodore Conkling, who conceived the idea of the race, and with Commodores Munson and Bacon, has been Commodore Rafael Posso of the Havana Yacht Club. Commodore Posso, long enthusiastic over such a race, has not only obtained a cup from President Gerado Machado of Cuba but has assured several Cuban entries. He also promises participants a most cordial welcome to Havana.

After a stay of some 48 hours in Havana, the yachts will enter on the last leg of the race — the 260-mile trip back to Palm Beach. But this will not be arduous, for the contestants will benefit by the Gulf Stream. It is estimated that this leg should be negotiated in about 30 hours. The climax of the competition will come at Palm Beach with a dinner to the competing crews tendered by the Yacht Club, and the presentation of the third cup for the winner of the third lap by Governor Doyle Carlton, of Florida.

And then, if overtures to President-Elect Hoover are successful, the yacht having amassed the most points throughout the entire race will be awarded the grand prize of the President of the United States.

The race promises to be very popular among southern as well as northern yacht owners. Even before final arrangements for the event had been completed interest in ocean racing was heightened. One of the first entries was that of the 45-foot schooner *Haligonian*, owned by Perry G. Wall, of Tampa, Fla. So enthusiastic has Mr. Wall become that he has interested Tampa yachting circles generally, with the result that the west coast city has already asked to be given the race for 1930. From Tampa are expected additional entries from Houston Wall, Al Gandy and George Gandy, Jr., and Commodore Caesar F. Irsch.

With several boats from Tampa, a number from Havana, and one or two from Nassau, Commodore Conkling's *Marchioness* and others from Palm Beach, and a number from the north, a good sized fleet is assured. Commodore Conkling has just completely overhauled the 68-foot Herreshoff-built *Marchioness*, formerly a contestant in the Bermuda Race. She should prove a serious contender. Another probable entry is the schooner *Virginia* owned and sailed by Miss Marie Sinclair, of Manchester, N. H., who is now at Palm Beach for the winter.

Actual inauguration of this race, bound to be replete with opportunities for skilful navigation and seamanship, will mark the realization of a dream visioned by the Palm Beach Yacht Club for more than a year. And on February 23rd, the gods of the seas and winds permitting, an interesting three-country international sailing race will have been added to the list of American yachting achievements.

GERRY SWINEHART.

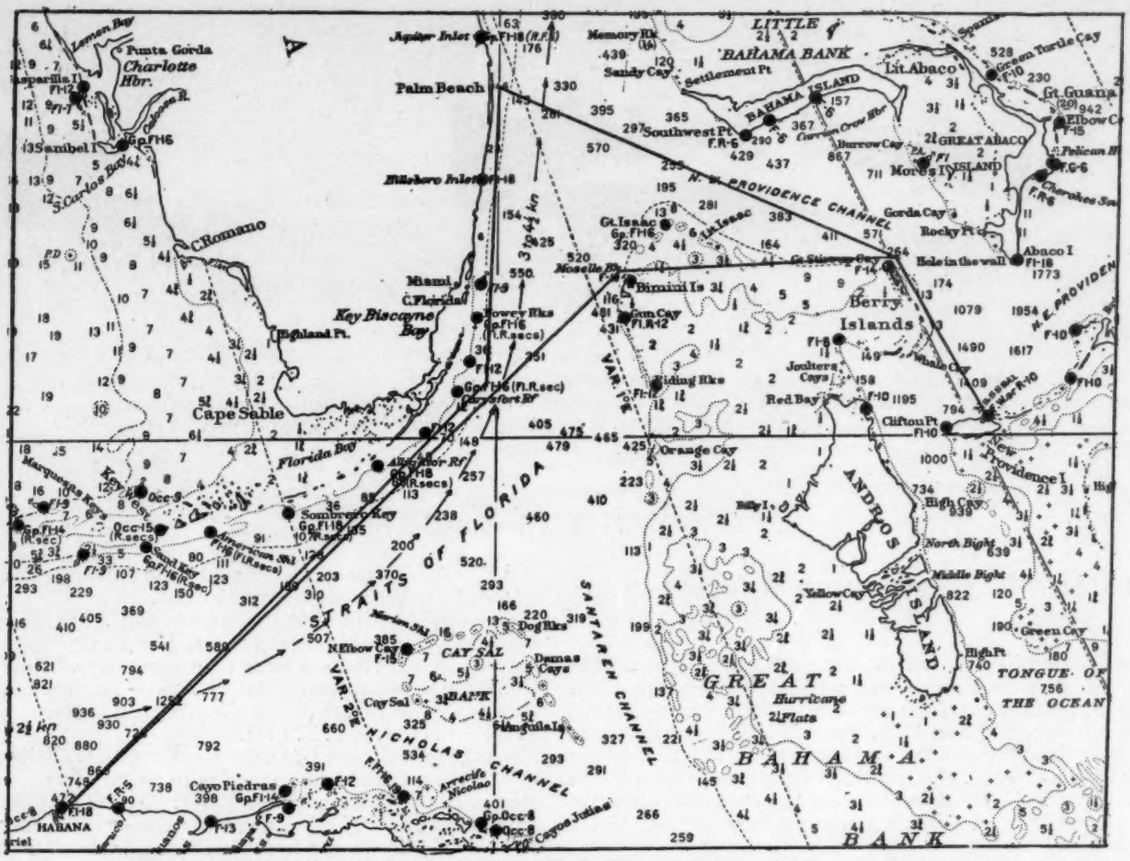


Chart showing courses in the coming Palm Beach-Nassau-Havana auxiliary cruiser race.

German-American Racing To Be Resumed

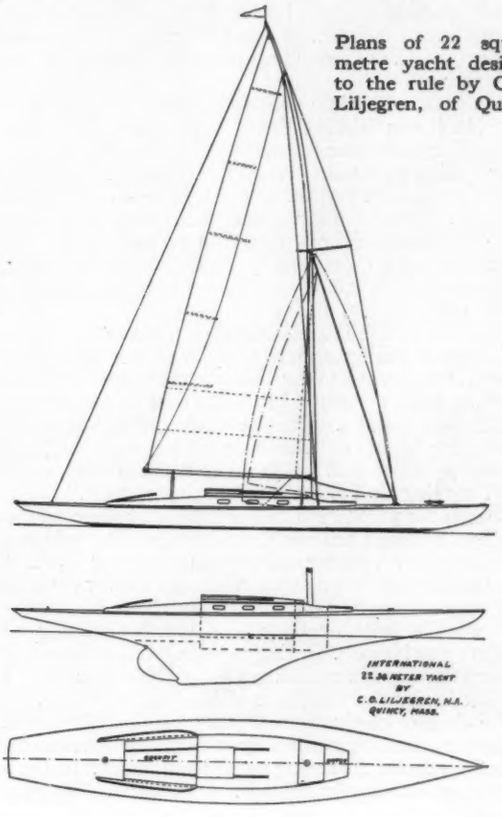
A RESUMPTION of international yachting relations with Germany, after a lapse of sixteen years, has been made possible by a challenge from the Kaiserlicher Yacht Club of Kiel and its acceptance by the Corinthian Yacht Club of Marblehead for a series of races in Massachusetts Bay next summer in the 30 square metre boats, which have become so popular in Northern Europe in the last few years. The Germans will bring over three boats and their delegation may be accompanied by another from Sweden and possibly one from Norway.

To meet the foreigners, Marblehead yachtsmen have ordered three boats from American designers, and have a fourth in the *Gluckauf*, which three Germans brought across last fall and which helped to give the international series to Boston yachtsmen. The *Gluckauf* is now owned by L. Francis Herreshoff, but whether she will be permitted to enter the trial races for the American team is a subject of negotiations now in progress between the two clubs.

The new American yachts have been ordered by Commodore Charles A. Welch, from designs by Professor George Owen; by Vice Commodore George E. McQuesten, from the drawing boards of L. Francis Herreshoff; and by E. Arthur Shuman, Jr., from plans by Gordon Munroe, of Howard & Munro. All three owners are members and two are officers of the Corinthian Yacht Club, and it is expected that one or two others may also make a bid for the team.

It is expected that the international series will be held the week of July 29th or immediately preceding the annual midsummer series at Marblehead and that the foreigners will stay for the seven races held by the Corinthian, Eastern and Boston Yacht Clubs.

It was in 1906 that through the efforts of Henry Howard of Boston, the inspirer of the Spanish Ocean Race of last summer, a trio of German Sonder boats was sent to Marblehead. These were defeated by a team of American boats headed by Trenor L. Park's *Vim*, a Gardner-designed yacht, which is still sailing at Gloucester. The following year the Americans were vanquished at Kiel and also at San Sebastian where a series was sailed against Spanish Sonder boats. In 1909 the Germans came again to Marblehead and once more went back cupless, principally through the efforts of the *Joyette*, owned by William H. Childs



Plans of 22 square-metre yacht designed to the rule by C. O. Liljegren, of Quincy.

and sailed by Bill Swan, of Long Island Sound. The Spaniards also suffered a defeat with their Sonders in 1910. In 1911 the Americans won at Kiel with a team headed by the *Bibelot*, owned by Robert W. Emmons and Harry Payne Whitney. The fifth German-American series was sailed in 1913 at Marblehead and once more the home boats won, the cup winner being Charles P. Curtis' *Ellen*.

When the war closed scarcely any Sonder boats were left in Germany, but in Long Island Sound and in Massachusetts Bay a number still remained. Last year an effort was made to revive the class and a new boat was built at Gloucester from the lines of the *Ellen* which proved quite successful against the old-timers.

Until the *Gluckauf* came to Marblehead in September the black, white and red had not been seen on a German yacht in fifteen years, but the foreigners were cordially welcomed and went back home with money in their pockets.

***Naushabah*, the new Fife-designed six-metre which has been one of the outstanding boats of the British season and which won three out of the four races with the Americans on the Clyde.**

St. Francis Club Opening Featured by 6-Metre Races

THE opening of the St. Francis Yacht Club's new $200,000 home situated on the Marina, at San Francisco, was marked by a series of three races for 6-metre yachts, held December 15th, 16th and 17th. The event was authorized by the Yacht Racing Association of San Francisco Bay, invitations to participate having been extended to all owners of those craft on the West Coast.

In the first race, *Maybe*, former International Gold Cup champion, skippered by Arthur Rousseau, vice commodore of the Corinthian Y. C., rounded the seven-mile course in 1:24:03 and placed first, thereby earning 5¼ points. *Ayayay*, *Clio*, *Harpoon* and *Synnove* finished in the order given, securing 4, 3, 2 and 1 points, respectively.

The second day's race came close to being a drifting match, and the course was accordingly shortened. This event was won by *Clio*, skippered by Bob Fontana, 18-year-old son of the Corinthian commodore. *Clio's* time was 1:39:13, only 25 seconds better than *Ayayay*.

The third and final race was sailed Monday, the 17th. There was scarcely any breeze, but at the finish the yachts roared in on the home stretch in the teeth of a howling nor'easter that threatened to dismast them. *Harpoon*, of the California Y. C. of Los Angeles, sailed by her designer, Nick Potter, romped over the finish ahead of the field — time, 3:21:07. *Clio* placed second in this race, earning 4 points, which gave her first honors in the series.

Total point scores are as follows:

Name	*First Race*	*Second Race*	*Third Race*	*Total*
Clio	3	5¼	4	12¼
Maybe	5¼	2	3	10¼
Ayayay	4	4	Disq.	8
Harpoon	2	Disq.	5¼	7¼
Synnove	1	3	Disq.	4

The five six-metre yachts competing in the recent racing on San Francisco Bay which marked the opening of the St. Francis Yacht Club. Left to right: *Clio, Harpoon, Maybe, Ayayay, Synnove*.

Outboard Boating Association Formed

AT a meeting held in Detroit, representatives of many national and local boating organizations, and manufacturers of outboard boats and engines, formed a new organization to be known as the National Outboard Association. The membership will consist of outboard motor and boat owners, and will be nationwide. The National Outboard Association will cooperate in every way possible with existing outboard associations. It is planned to give the owners a national service on outboard matters, such as cruising, racing, insurance, and publications. The Association will devote itself to the important national problems of securing better docking facilities, the creation of marine parks, and the development of better waterways.

Editorial

The Show

BOATS, big and little, cruisers, runabouts, and every type of outboard capable of floating one of these portable power plants are being exhibited at the Grand Central Palace to an intensely interested public, as this issue of YACHTING reaches its readers. The annual Motor Boat Show, in the twenty-four years it has been run by the National Association of Engine and Boat Manufacturers, has done more to popularize boating than any other one thing. It has come to be something of an "institution" in the yachting world, perhaps the most important single feature of the whole year. For the exhibition has been a "user's" show, and not a dealers' show. Its function has been educational — to show the public what the power boat offered in the way of convenience, comfort and pleasure. To the perfection of the power boat and the internal combustion engine is due the rapidly growing use of the water for recreational purposes. Of this there is no room for argument. It has not only taken people who have never used the water before, afloat in their own boats, but it is instilling in them a love of the sea and ships, and is making them sea-minded.

But not only in this respect is the Show useful. It is stimulative as well to the naval architect, to the boat and engine builder, and to the manufacturer of marine equipment. It has done much for the perfection of design and for the advance in refinement and safety that make our power boats of today the most perfect of their type in the world.

For the readers of YACHTING who are not lucky enough to be able to visit the Grand Central Palace between January 18th and 26th, we have prepared in this issue a description of the leading exhibits of boats, engines and accessories that will give them a bird's-eye view of the Show, that will enable them to visualize just what has been accomplished during the past year in boat and engine design, and show them what the manufacturers and builders have to offer for 1929. It is a story of achievement that is well worth careful study.

Simplified Measurement Rules for Stimulating New Classes

Both in this country and abroad there is a growing demand for some measurement rule for classifying racing yachts that has greater flexibility and will produce boats that are less expensive to build than those turned out under either the Universal or the International Rule. Let it be clear at the outset that what is said here is not intended as criticism of the formula of either of those rules. The former seems to answer the needs of the few yachtsmen who build to it, and the latter has produced some good international racing. But the conclusion is inescapable that both rules tend to produce a boat of a certain type, one that is expensive to build, and that offers little in the way of accommodation for its length. This has resulted in the United States in the building of many one-design classes outside the rule, and in the Scandinavian countries, Germany, and now in Great Britain, in the adoption of a rule based on sail area, to which many more boats have been built than to the International Rule.

What is wanted by the rank and file of small boat yachtsmen in this country is a simple rule that will allow the designers some latitude in the matter of type, and that can be built to for a reasonable figure. It is, we feel, about time that the governing bodies in the United States concern themselves about cost. In the larger classes the initial cost is not of so much moment, for to one who can afford to race a good sized yacht the cost of building is not of vital importance. With the small boat owner the case is different. When a six-metre yacht, 21 or 22 feet on the water, and without a cabin, costs $7000, it immediately puts the class outside the reach of many who would like to build and race a boat of this size. Small yachts of less displacement and of a form easier to build can be turned out for about half that figure, will provide just as much sport and will be nearly, if not quite, as fast. This is why the sail area rule boats have become so popular abroad. But even this Scandinavian rule seems unduly complicated, and could be greatly simplified in the interest of rationality and cost of construction. When we get open classes to which boats can be built at a figure within the reach of those to whom small boats make the biggest appeal, we shall then, and not until then, see good sized open class fleets built.

All of which forces the conclusion that it might be well to have different rules for small yachts and large ones. It is difficult to make the governing factors of a rule fit equally well a 20-foot and a 50-foot water line yacht. Things which are important in the design and construction of a large yacht are not as vital in a small one. It might be well, therefore, to give consideration to a new rule for racing yachts under, say, 30 or 35 feet water line length — one that would be more flexible as to type, more suited to the needs of racing at our principal yachting centers, with greater opportunity for experimentation, and at a less initial cost. We are fully aware that too many rules are a source of confusion rather than a help, but the value of a rule for the smaller classes that will bring about the ends discussed here is, we think, too great to be overlooked. The more yachtsmen that can be induced to build, the more boats there will be for racing, and the better the sport will become. It is, at least, a matter well worth some constructive thought.

In the World of Yachting

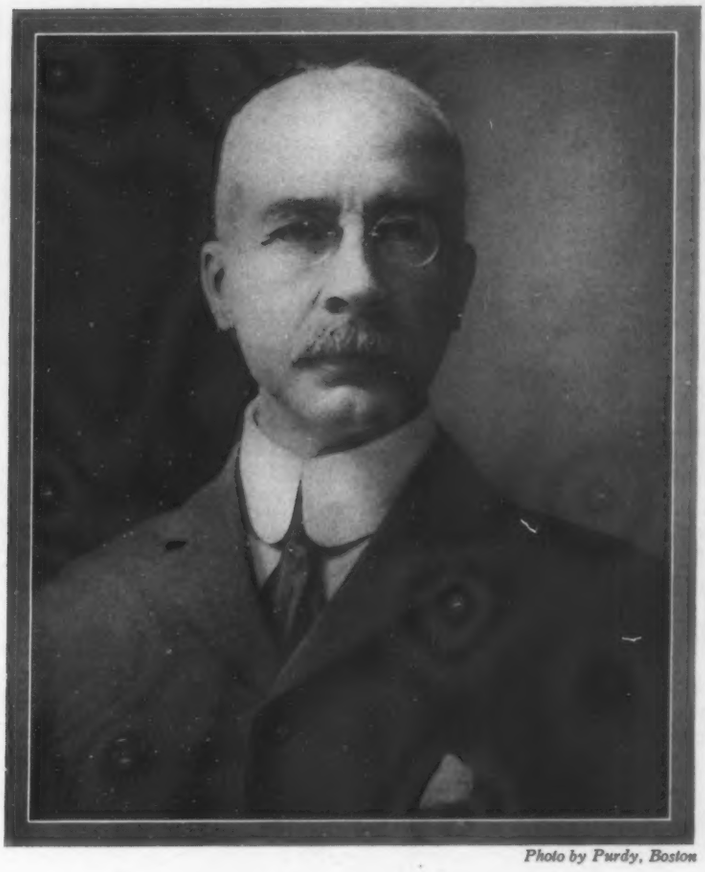


Photo by Purdy, Boston

CHARLES P. CURTIS

CHARLES P. CURTIS, the well-known Boston yachtsman who was chosen commodore of the Eastern Yacht Club at its annual meeting in January, has been an ardent follower of the sea all his life. He gained intercollegiate fame as an oarsman in his youth and, in later years, national and international honors in small boats, principally in Sonder and twenty-rater classes and with a sequence of "Ellens."

At an early age Curtis sailed with his father and grandfather in yachts at Swampscott, and raced with them on the small schooner "Bessie" at Marblehead.

In the early days of the Nahant Dory Club, he owned and sailed a Swampscott dory, but it was not until 1906 that he entered the larger classes, when, with a Boardman-designed Sonder craft, he was an unsuccessful aspirant for a place on the American team in the first series with Germany. Three years later, in his second Sonder yacht "Ellen," designed by Burgess, he again made an unsuccessful bid for iniernational honors in the second German invasion. But when the Teutonic yachtsmen came in 1913 his third "Ellen" was given a place on the team and not only helped to defeat the visitors, but also won the President's Cup.

In addition to sailing in the trials and international series with his "Ellens," Commodore Curtis captured the Quincy Challenge Cup and defended it on six occasions, in several matches against so clever a skipper as Charles Francis Adams.

In 1916 Curtis sailed the Class P sloop "Ellen," (formerly "Valiant") in a number of races at Marblehead, including one for the Quincy Cup. In March, 1917, he entered the naval reserve, but after the war he reëntered the yachting game, in 1925, with the Class R sloop "Ellen," designed by Burgess, Swasey & Paine, and the second year won the Manhasset Bay Challenge Cup against a large fleet of Marblehead and Long Island Sound boats.

Commodore Curtis has served as fleet captain of the Eastern Yacht Club, a position which he held under Commodore William Amory Gardner, in 1907.

The Prau Bugis

A Type of Carrier Common Around the Island of Singapore

By WILLIAM MAXWELL BLAKE

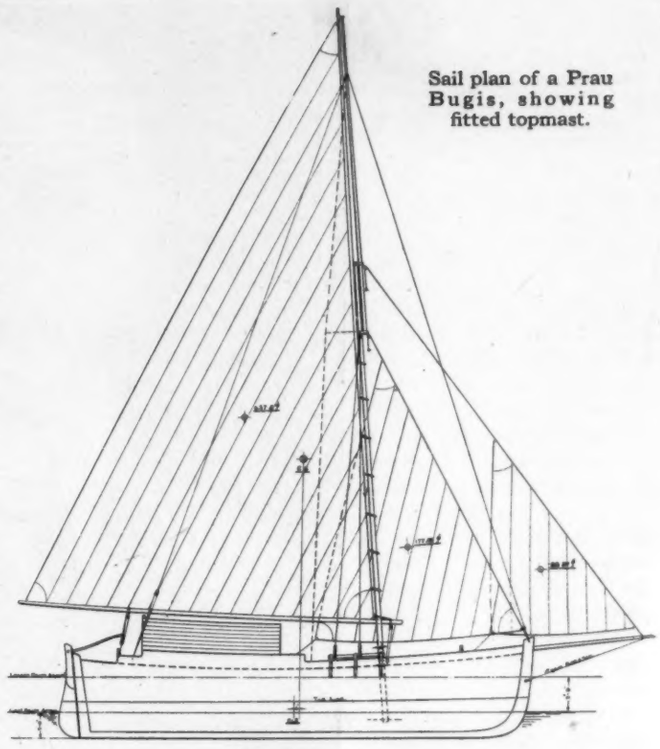
THE plans herewith depict what is commonly called amongst the Singapore Malays a Prau Bugis. Although there are other types so designated, they come from a distance and are of quite a different design. I shall endeavor to give plans of these at some future date.

The type shown is used extensively in bringing pineapples from the districts around the Island of Singapore to the local canning factories. During a week-end I caught this craft getting under way after discharging her cargo of 14,000 pines up the Kallang River. Her name is the *Senang Hati*, meaning the *Joyous Heart*. She is owned by a Chinaman named Lim Gee Moey and is sailed by three Malays, the skipper calling himself "Maneh Bin Masseh."

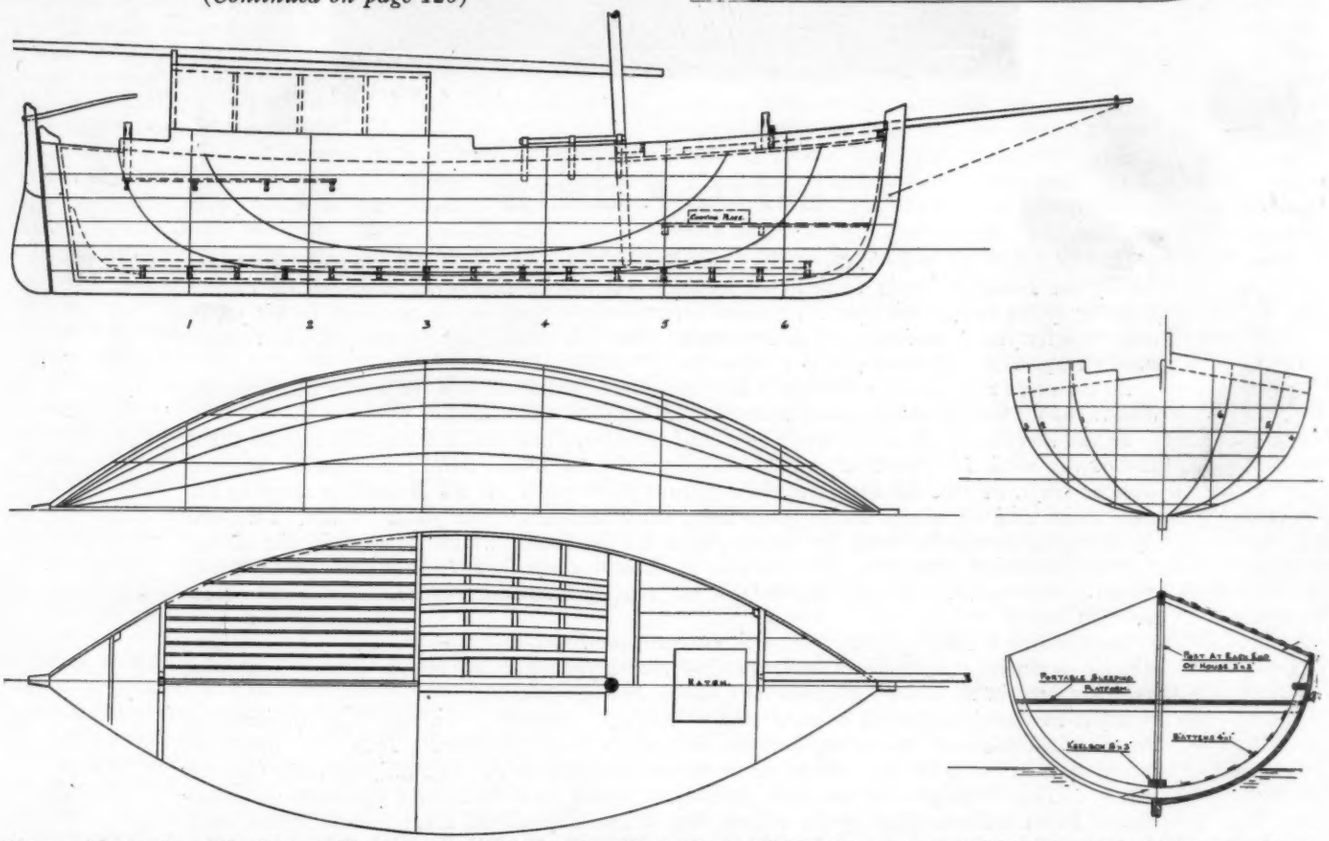
The *Senang Hati* was built in Malacca 40 years ago and is still as sound as a bell. She trades from Pulai, in Johore, which lies just above the southernmost point of Asia, to Singapore. The crew are paid $16.00 (Straits) for the round trip, which takes about a week.

When light the *Senang Hati* draws only a parallel two feet of water and one is astonished to find how stiff and weatherly she is in such light trim. Her rig is simplicity itself, the gunter yard being hoisted by two single halliards with rings of twisted rattan to keep the sail home to the lower mast. The foresail leads well aft as in modern racing rigs, and the jib has a downhaul at the bowsprit end. It is a lesson to modern designers, as the raking mast, lofty rig and shape of sails have forestalled our present day fliers by more than half a century.

(*Continued on page 120*)



Sail plan of a Prau Bugis, showing fitted topmast.



Lines and body plan of the *Senang Hati*, a typical Malasian Prau Bugis. She is 36½ feet long over all, 12½ feet breadth of beam and draws 5½ feet, loaded. The lines are quite up to date, and the speed and weatherliness of these craft in a breeze are remarkable.

Practical Gadgets for Boat and Yard

An Efficient Water-Jacketed Exhaust

THE difficulty of getting a satisfactory water-cooled exhaust for an auxiliary is an experience familiar to many owners of that type of cruiser. Milton Hesselberger, owner of the yacht *Mollilou*, which finished second in the Honolulu race last year, sends a drawing and description of one he has used on that yacht for the past six years with excellent results. This is attached to the 15 h.p. Sterling Neptune motor, the main power plant, and also to his Matthews lighting set, the latter, of course, requiring a separate exhaust line.

As the diagram shows, the water inlet pipe is threaded to the reducer, as the latter is rather heavy. The water and exhaust outlet should be at least three inches above the water line, with a rubber hose attached at its end to lead the exhaust outboard. The drawing gives all the details of the installation. The feature of the exhaust is that no water can get back into the engine, and it is particularly handy when it is desired to have the exhaust up under the bridge deck. On the *Mollilou* the exhaust comes within two inches of the deck beams, and it is so cool that it has never blistered the paint.

An additional advantage is that the outfit is inexpensive. The material can be bought at any plumbing shop for a few dollars, the greatest cost being that of having the outlet pipe welded to the water jacket. In six years' service the only item that has required replacement was the inside exhaust pipe, which had to be renewed after four years of use. The rubber outlet hose has lasted six years, its chief function being that it takes up any vibration from the engine, and thus prevents leakage where it goes through the hull.

For engines below the water line the device will fill a long felt want.

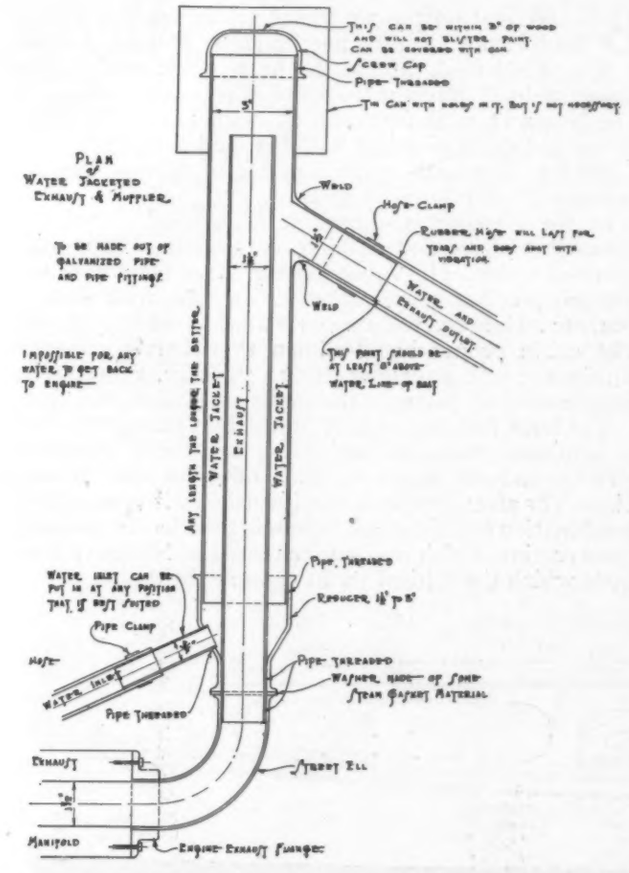
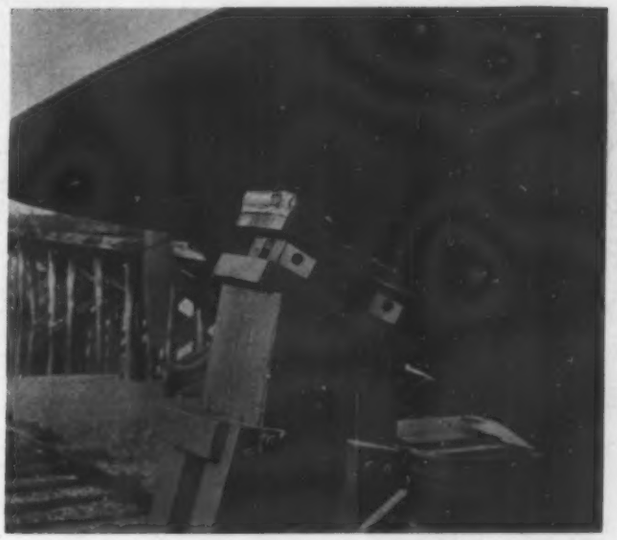

PLAN
WATER JACKETED EXHAUST & MUFFLER
TO BE MADE OUT OF GALVANIZED PIPE AND PIPE FITTINGS
IMPOSSIBLE FOR ANY WATER TO GET BACK TO ENGINE
WELD
HOSE CLAMP
RUBBER HOSE WILL LAST FOR YEARS AND MAY ANSWER WITH VIBRATION
WATER AND EXHAUST OUTLET
THIS POINT SHOULD BE AT LEAST 6" ABOVE WATER LINE OF BOAT
ANY LENGTH THE LENGTH THE BOTTOM
WATER JACKET
EXHAUST
WATER JACKET
PIPE THREADED
REDUCER 1½" TO 3"
PIPE THREADED
WASHER MADE OF SOME STEAM GASKET MATERIAL
STREET ELL
EXHAUST
MANIFOLD
ENGINE EXHAUST FLANGE
PIPE CLAMP
PIPE THREADED

Diagram of water-cooled exhaust line for preventing water getting into cylinders of engine.



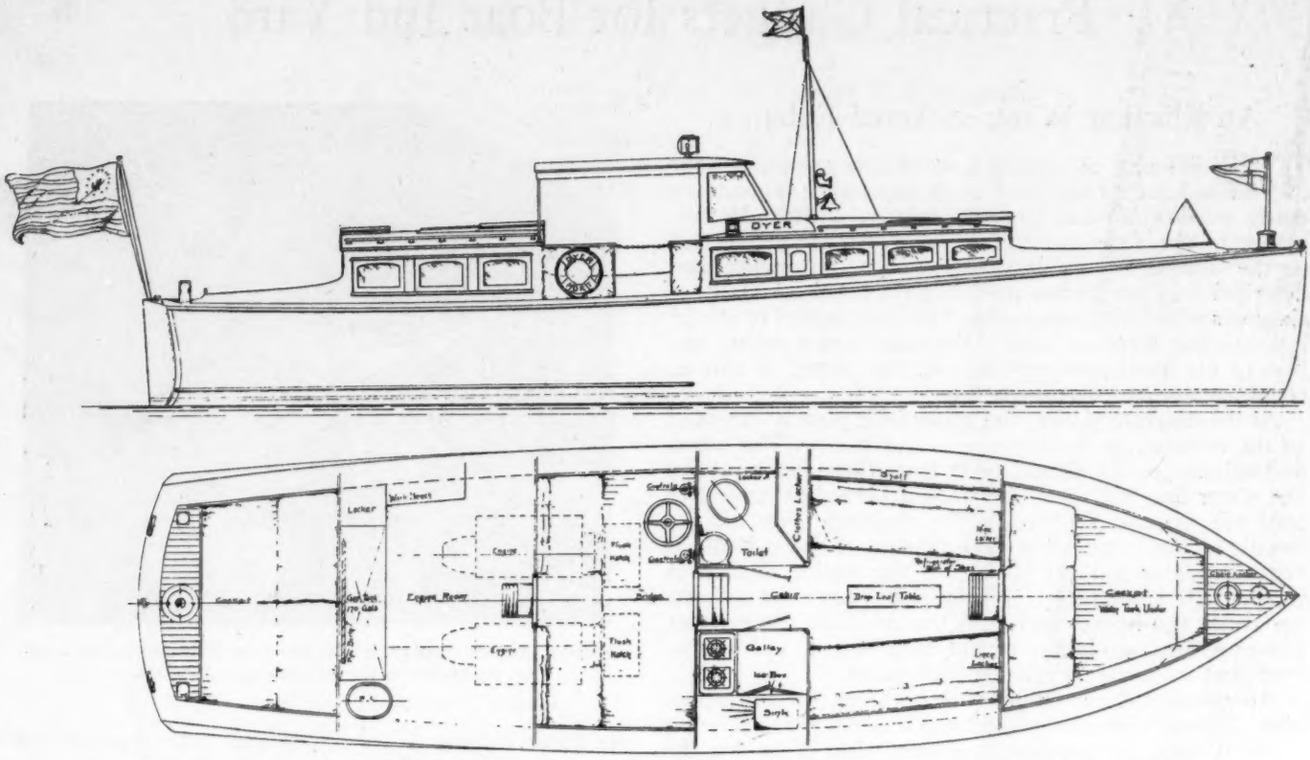
Rubber insulated wedge for equalizing the pressure and preventing strain on the hull when hauling out.

An Improved Type of Hull Blocking

WHEN hauling out a boat, it is of the utmost importance that the blocking should hold the boat on an even keel and at the same time that the blocking or hauling chocks should permit the keel to rest firmly on the cradle. An improved type of hull blocking, called the "Rubber Shock Insulated Universal Wedge," is shown in the accompanying photograph. This is designed to permit the base of the wedge to be nailed or spiked to the top of the chocks, the angle of wedge being automatically adjusted to the slope of the hull by the universal shackle. The pressure of the hull is taken on the rubber blocks which surround the shackle. The top of the wedge is padded.

Two heavy wooden blocks are separated by four blocks of rubber, one in each corner of the wooden blocks, set in about one inch. The wooden blocks are held under tension by a U-shaped bolt in the center of each wooden block. This center bolt holds the four rubbers in place and permits the wooden blocks to take any angle with the hull, due to the universal action of the center bolt and the four rubber corners. Four complete units are usually required to haul a boat, though two will suffice for small craft.

After the boat is hauled clear of the water to whereever she will remain during the winter, or for some extended period of time, it is a good plan to force two wooden wedges between the faces of the insulating wedge to relieve the weight from the blocks of rubber.



Outboard profile and accommodation plan of the 38-foot stock express cruiser of the Dyer Motorcraft Corporation.

A 38-Foot Express Cruiser

THE plans above show a handsome 38-foot express cruiser now being built by the Dyer Motorcraft Corporation, of East Greenwich, Conn., for William H. Vanderbilt, the first of several stock craft to be built to the same design. She has a beam of 10 feet and draft of 3 feet 6 inches, and is of the same patent longitudinal web frame construction with diagonal planking used last year in the successful 21-foot Motorcraft turned out by this firm, a form of construction which is said to be the strongest for its weight, and to prevent all weaving and twisting of the hull.

Besides the forward and after cockpits, there is a bridge deck with permanent roof, accommodating six people. The main cabin has four Pullman type berths, while abaft it to port is a nice toilet room, and galley opposite. A passageway leads between toilet and galley to the bridge deck, this unobstructed area from forward to after hatch assuring excellent ventilation.

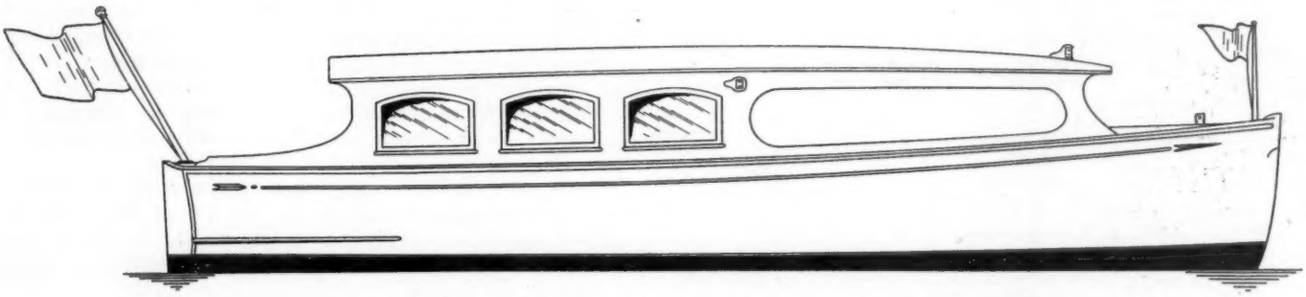
The motor compartment houses a pair of 200-horsepower motors with reduction gear drive, pipe berth for paid hand, lockers, work bench, etc. A speed of between 27 and 30 miles an hour will be maintained on steady runs in smooth water.

The Newport

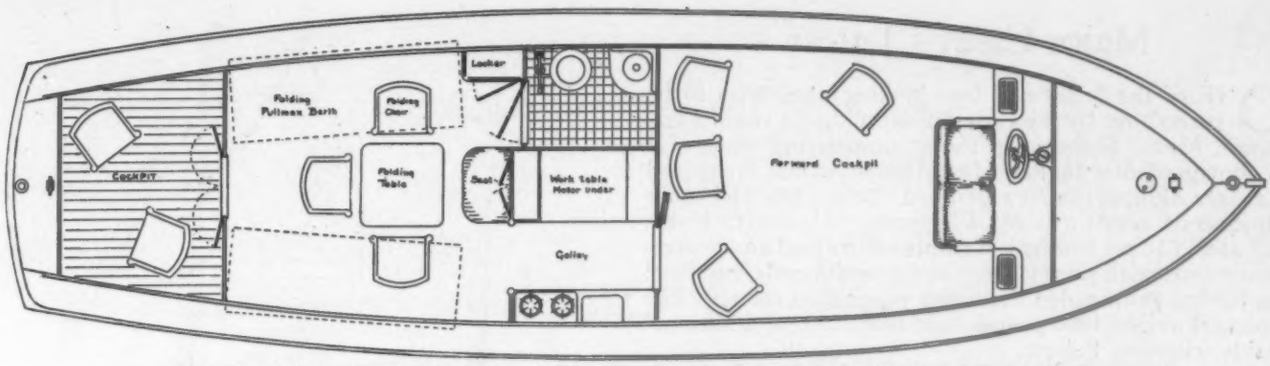
BELOW and on the next page are shown the plans of the Newport, said by her builders, Staples, Johnson & Co., Biddeford, Maine, to be a stock model speed cruiser de luxe, different from any other craft in the world. The Newport is 34 feet over all, with beam of 9 feet 6 inches and draft of 2 feet 9 inches, and is equipped with a 200 h.p. Kermath motor capable of driving the boat between 25 and 30 miles an hour.

In the Newport the cockpit is forward, fitted with automobile drive and cushion seats, giving clear, unobstructed vision. The cabin, on the same floor level with the cockpit, has a well appointed galley, with sink, ice box, etc., while the toilet room is all that could be desired. The cabin proper has Pullman type berths concealed within the side panelling during the day, thus offering spacious living quarters, furnished with table and chairs.

The large forward cockpit, in the best part of the boat, is furnished with wicker chairs, and with windshield forward and side storm curtains, offers an ideal lounging place. The after cockpit is also furnished with chairs, and a combination boarding and swimming ladder. In materials, construction, finish and equipment, the Newport leaves little which the critical yachtsman might desire.



The Newport, the stock "speed cruiser de luxe," is a product of Staples, Johnson & Co., Biddeford, Maine.



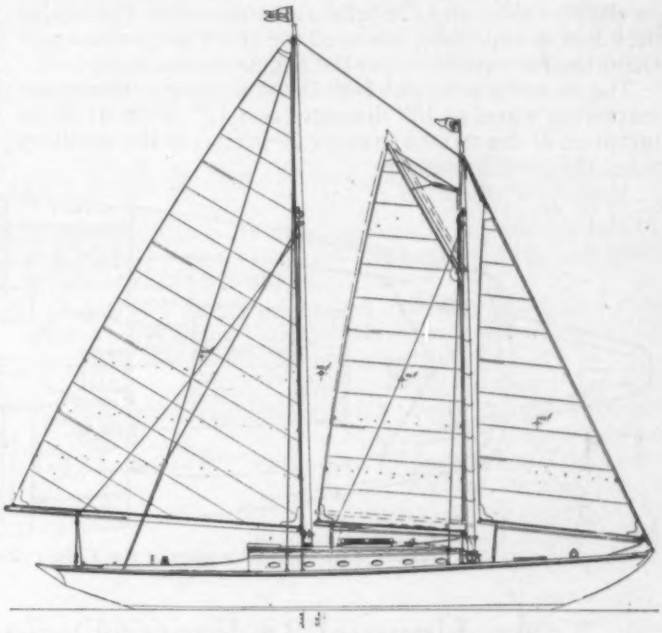
The unusual but attractive cockpit and cabin layout of the Newport, described on preceding page.

Sea Call II, A Handsome and Successful Shoal Draft Schooner

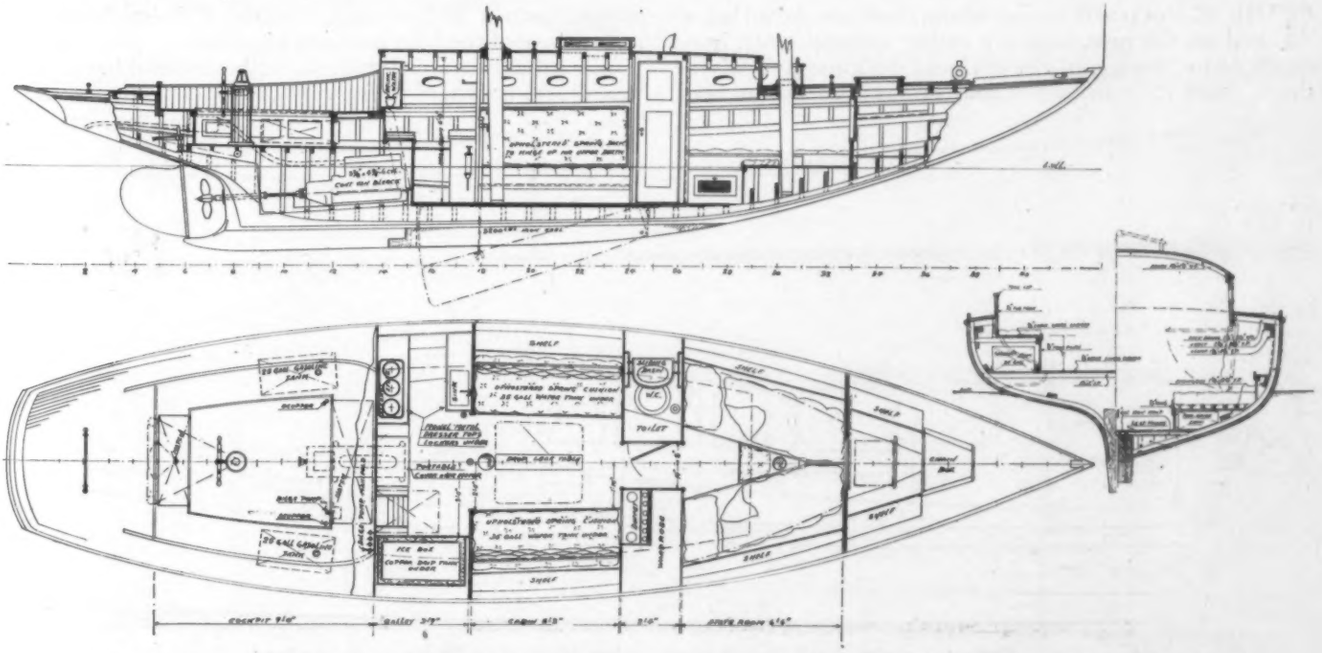
DESIGNED by John Trumpy, and completed in two months' time by the Mathis Yacht Building Co., of Camden, N. J., the knockabout schooner *Sea Call II* made her appearance last summer on Barnegat Bay and was voted a decided success by her designer-owner, his family, and all who observed her under power and sail. She was designed as an all-around family auxiliary, with shoal draft for negotiating Barnegat's thinly-spread waters, and seaworthiness for occasional offshore cruising and fishing trips. Her dimensions are: l.o.a. 44′; l.w.l. 30′; beam, 11′ 6″; draft, 3′ 6″; displacement, 8.93 tons; sail area, 725 sq. ft.

With the center of effort of sails coming well aft, *Sea Call* was given a fairly long forward overhang, cut-away forefoot, and centerboard well aft, bringing the C.L.R. aft also. She steers well, is perfectly balanced, and, with her rather light displacement, quite lively under sail. A 6-cylinder Continental Van Blerck motor gives a good 8 miles under power.

Below decks we find a fine forepeak, followed by a double stateroom, toilet room, lockers, etc. The main cabin amidships has upper and lower spring berths, abaft which is a finely equipped 'thwartships galley. Fresh water tanks are located under the cabin transoms, and two copper gasoline tanks, set in copper pans which drain overboard, are under the cockpit seats.



The snug knockabout schooner rig of *Sea Call II.*



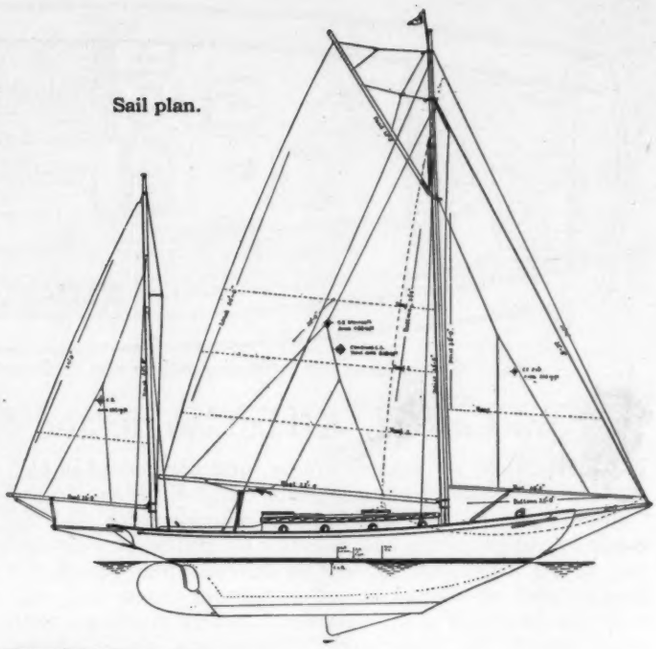
The inboard profile, cabin plan and sections indicate the fine accommodations in the Trumpy-designed *Sea Call II.*

Major Casey's Latest

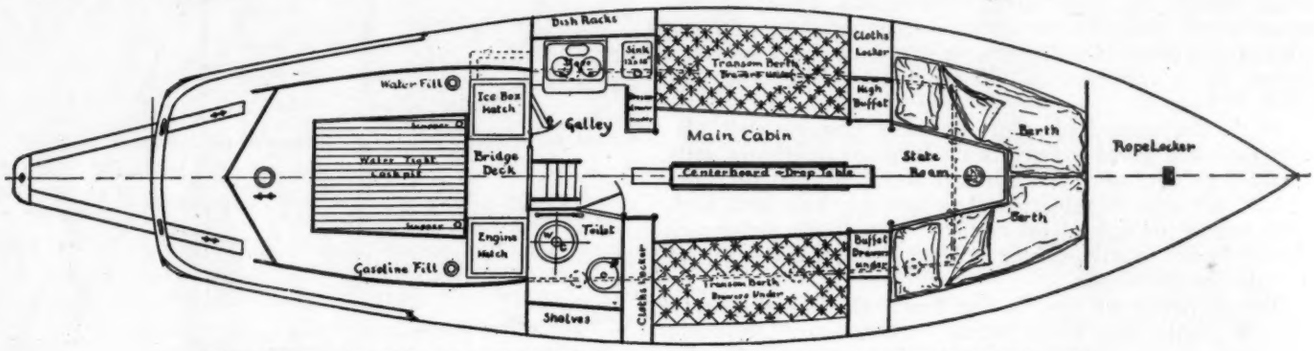
ONE of the latest and best looking auxiliaries to be turned out by the Casey Boatbuilding Co., of Fairhaven, Mass., is shown in the accompanying plans of a 37-foot yawl now building for Messrs. Arthur Spare and Gardner Akin, of the New Bedford Yacht Club. Her other dimensions are: l.w.l. 28′ 4″; beam, 11′; draft, 4′ 4″; sail area, 818 sq. ft. She is a combination keel and centerboard craft with pretty sheer and graceful ends, her yawl rig having gaff-headed main and jib-headed mizzen. The iron keel weighs 4000 pounds, and there is some additional inside trimming ballast.

Below decks the layout is conventional with details well worked out. The forepeak is followed by a double stateroom, then some lockers, buffets, etc., after which comes the main cabin with four berths. The galley is aft on the port side, and the toilet room opposite. The bridge deck has two hatches, one used for filling the ice box and the other for entrance into the engine compartment.

The motor is a Model 4-30 Gray, driving a Thompson feathering wheel of 18″ diameter and 12″ pitch. It is the intention of the owners to enter their craft in the auxiliary races the coming season.



Sail plan.

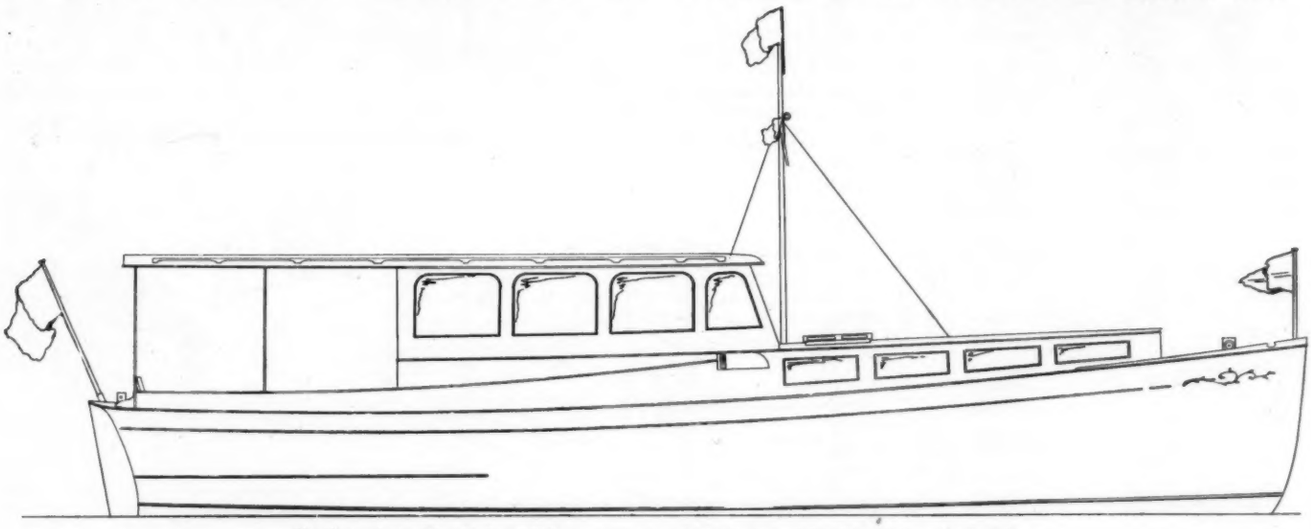


Interior accommodation plan of the 37-foot yawl now building by the Casey Boatbuilding Co.

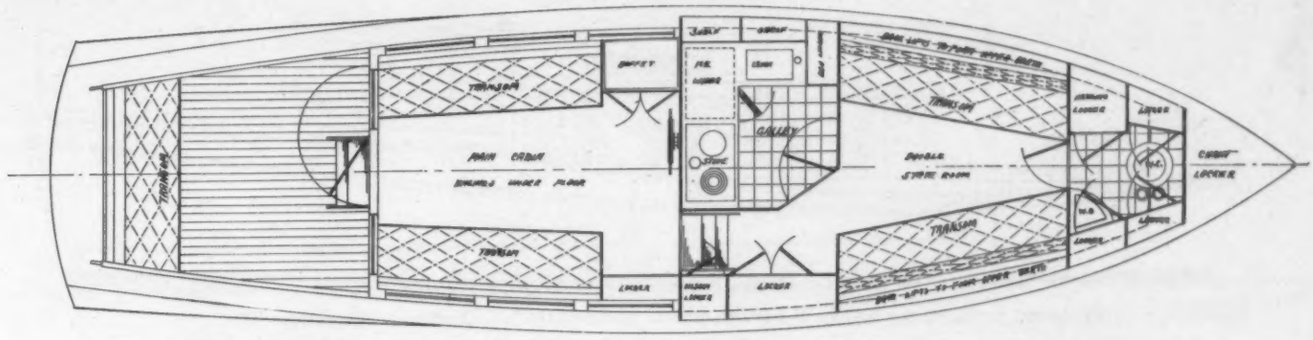
An Unusual 38-Footer Designed by Sparkman & Stephens

THE 38-foot power cruiser whose plans are shown below and on the next page is a rather unusual craft, inasmuch as by the use of the enclosed deckhouse nearly as much room as is usually found in a 45-footer has been worked into a 38-foot hull. Despite the deckhouse the appearance of the boat has been kept low.

The cabin forward sleeps four with ease, and has a toilet room just forward of it. An unusually large galley is found



Outboard profile of the 38-foot power cruiser designed by Sparkman & Stephens.



Accommodation plan of the 38-foot power cruiser designed by Sparkman & Stephens, described on preceding page.

to port, midway between cabin and deckhouse, being easily accessible from either. Besides two transom berths, the enclosed deckhouse has a locker and buffet, and steps aft leading to an after cockpit.

Twin screw installation is planned for this little craft, 4-cylinder Kermaths being figured for an average speed of 11 knots, while there is ample space for motors large enough to drive the hull 20 m.p.h. or better.

The twin motors would be desirable if the boat should be wanted as a tender, and in this case, the cockpit floor could be raised to the level of the deck line, giving excellent stowage space for spare sails and gear.

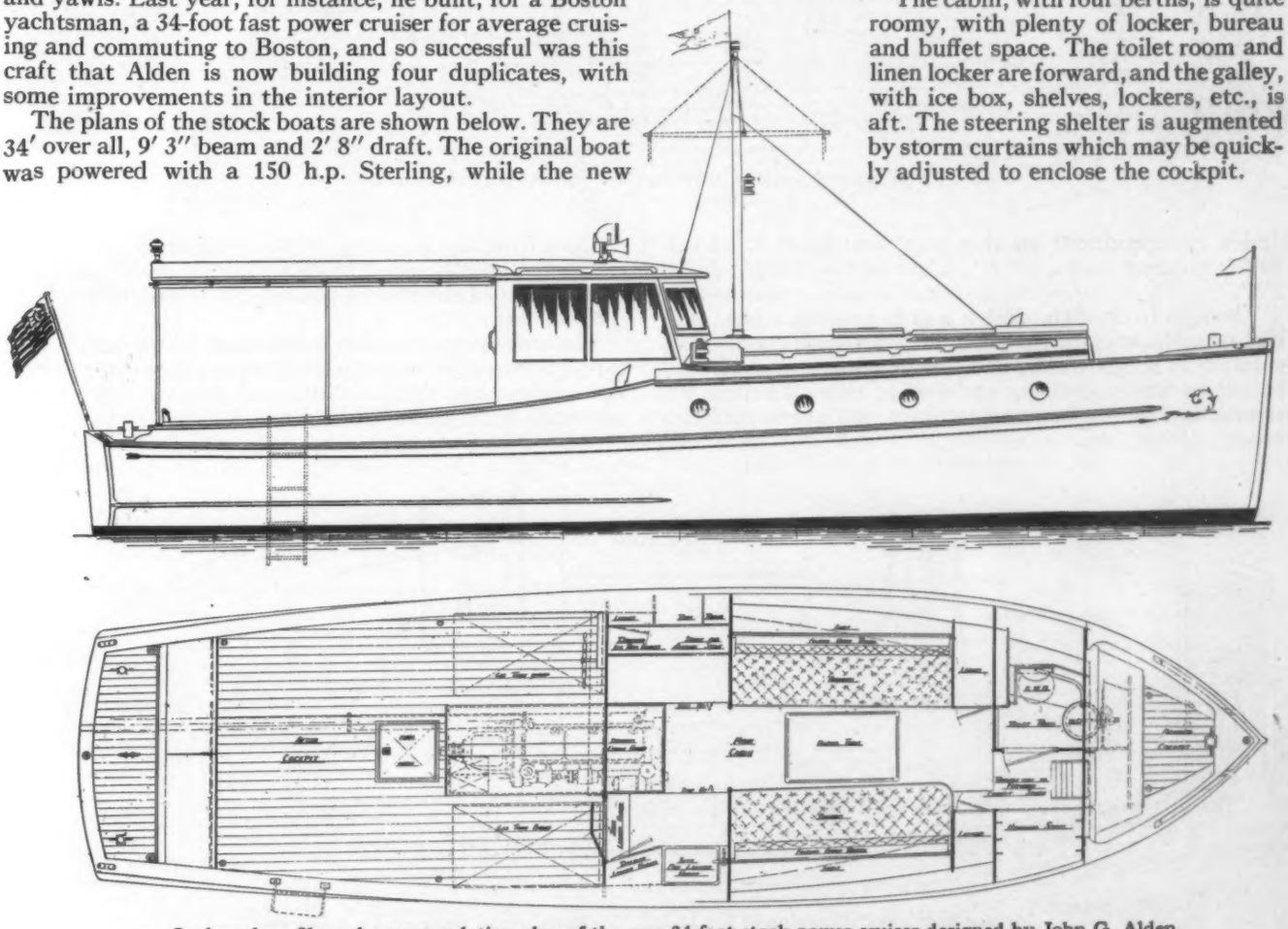
John Alden Turns Out an Attractive Stock 34-Foot Power Cruiser

WHEN mentioning a design by John Alden, one naturally forms a mental picture of a shapely, seagoing schooner of the type generally known as the *Malabars*. But though we hear little about it, Alden frequently turns out a power-driven craft as distinctive in its class as any of his well-known schooners, ketches and yawls. Last year, for instance, he built, for a Boston yachtsman, a 34-foot fast power cruiser for average cruising and commuting to Boston, and so successful was this craft that Alden is now building four duplicates, with some improvements in the interior layout.

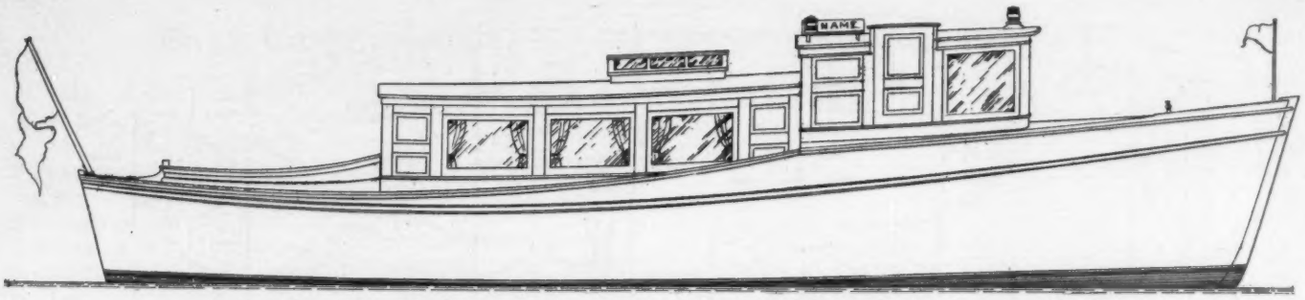
The plans of the stock boats are shown below. They are 34′ over all, 9′ 3″ beam and 2′ 8″ draft. The original boat was powered with a 150 h.p. Sterling, while the new cruisers will have 200 h.p. motors of the same make. The hull design proved both fast and seaworthy, and easily handled under adverse conditions.

The forward cockpit has an upholstered seat for three persons, while the after cockpit is spacious, with full headroom and ample space for four deck chairs.

The cabin, with four berths, is quite roomy, with plenty of locker, bureau and buffet space. The toilet room and linen locker are forward, and the galley, with ice box, shelves, lockers, etc., is aft. The steering shelter is augmented by storm curtains which may be quickly adjusted to enclose the cockpit.



Outboard profile and accommodation plan of the new 34-foot stock power cruiser designed by John G. Alden.



Outboard profile of the 32-foot V-bottom cruiser designed by J. L. Foster, of Vancouver, B. C.

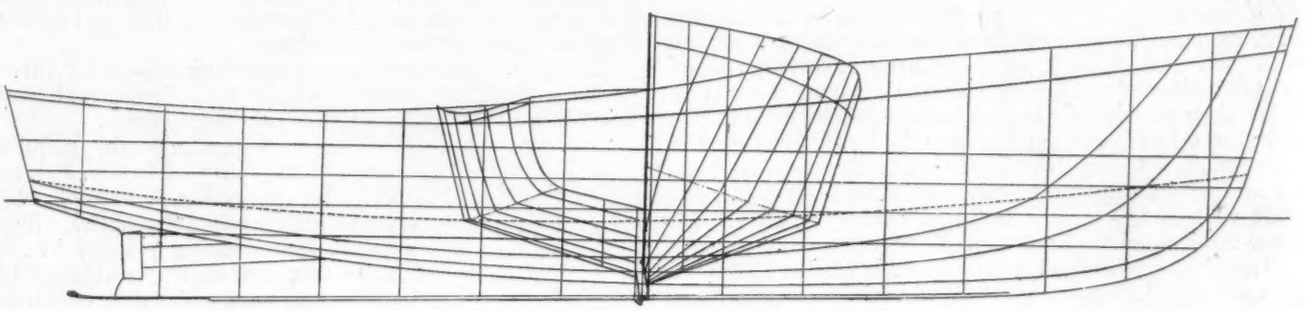
A 32-Foot V-bottom Cruiser from the West Coast

BACK in May, 1925, there appeared in YACHTING the plans of a 34-foot power cruiser from the board of J. L. Foster, of Vancouver, B. C. This little craft, of V-bottom design, has been so successful the past three seasons that her designer now offers the plans of another very similar craft, this time a 32-footer, which he believes to be an improvement on the first boat, and a desirable craft from many viewpoints. The dimensions of the craft whose design is reproduced on this page are: l.o.a. 32′; l.w.l. 30′6″; greatest beam, 10′ 6″; beam at l.w.l., 9′6″; draft, 2′5″.

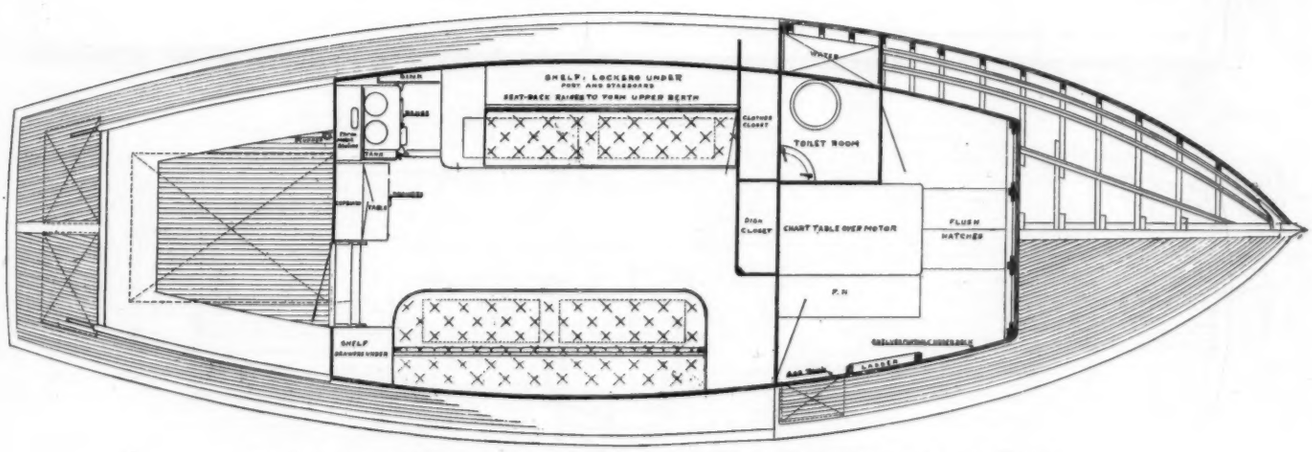
The idea back of the design was to produce a boat that had more than usual seagoing qualities, with good speed, comfort in rough water, and lots of room — a craft well suited to family cruising and fishing trips. The fine entrance and flaring forward sections assure fine performance in a head sea, and the after sections are fine enough to let the bow rise easily. The weights have been so distributed as to make for easy motion in a beam sea.

The accommodations are quite unusual for a boat of this size. The cabin transoms are broad enough to sleep two persons each, and the backs swing up to form upper berths. There are also two folding berths foward. A distinguishing feature of the interior design is the fairway running from the after seat of the cockpit to the forward end of the pilot house. The motor, being under the chart table, is out of the way of passengers, yet quite handy to the steersman.

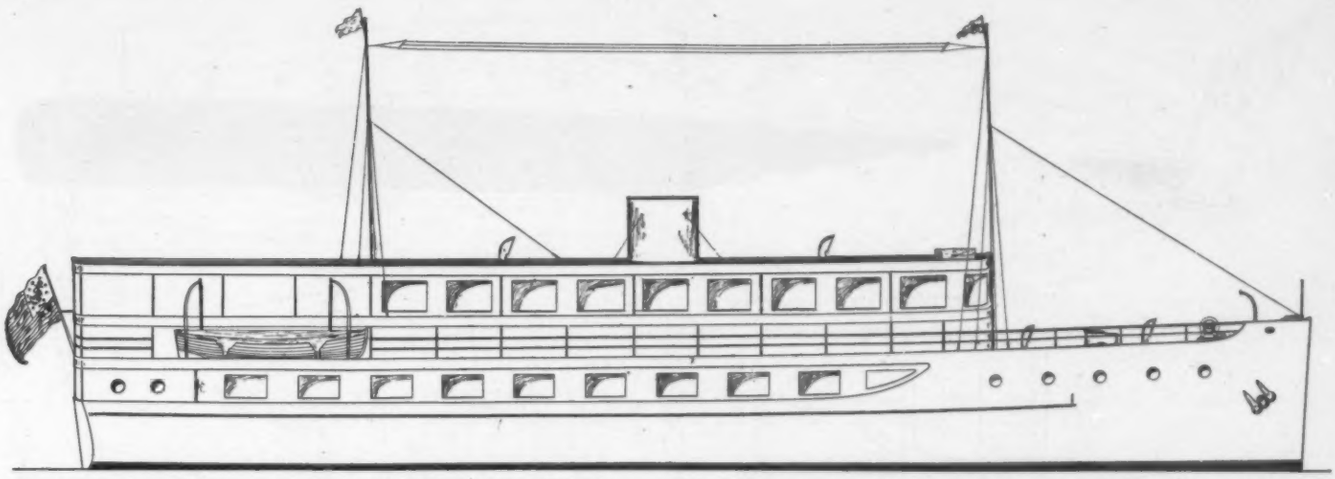
The coal range has a hot water tank with a steam vent through the cabin roof, discharging into the gutter around the smoke pipe. With closets, and drawers and lockers under all seats, there is fine stowage space.



Lines and sections, showing the V-bottom construction.



Interior accommodation plan of the 32-foot V-bottom cruiser designed by J. L. Foster.



Outboard profile of *Show Boat*, the attractive 72-foot Diesel-powered houseboat designed by F. P. Humphreys, Inc., for Jerome Kern.

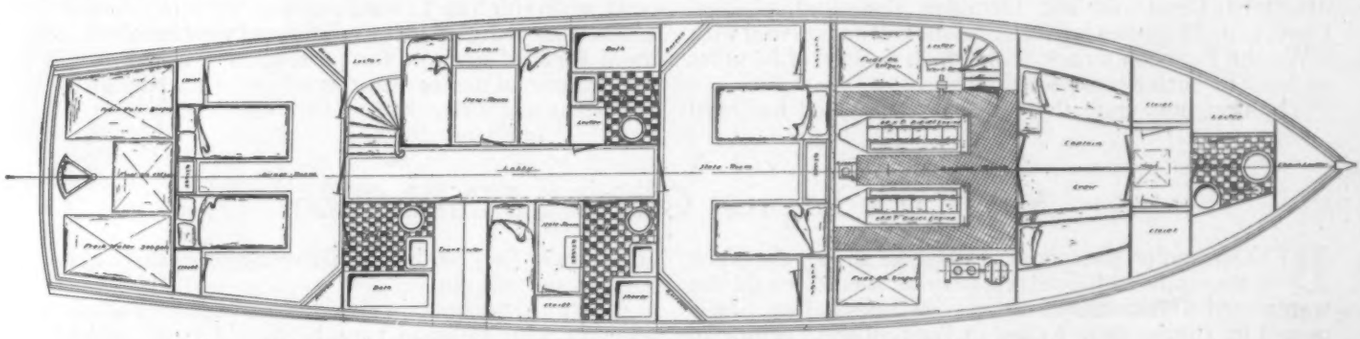
Show Boat — A Twin Screw 72-Foot Houseboat with Diesel Motors

ON this page are reproduced the outboard profile, accommodation plan and inboard profile of *Show Boat*, a twin screw houseboat now nearing completion for Jerome Kern, from designs of Frederick P. Humphreys, Inc., naval architects of New York. She is a 72-footer of attractive appearance and layout, and is powered with a pair of 6-cylinder Cummins Diesel engines equipped with reduction gears, with which a speed of better than 10 miles an hour will be maintained. Shortly after her launching she will proceed to Palm Beach for the winter.

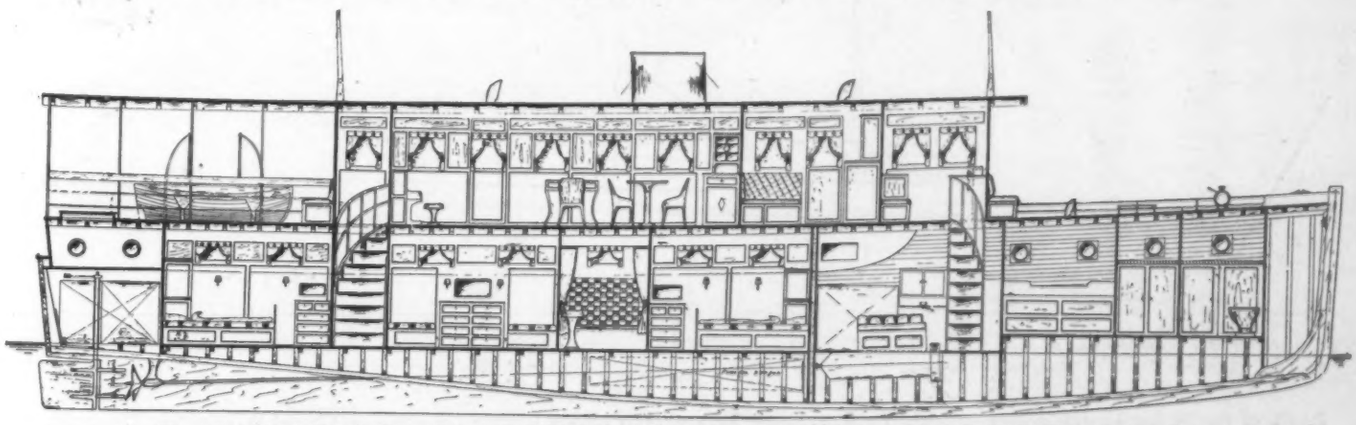
The accommodation plan and inboard profiles reveal how well the available space has been utilized. The crew's quarters, with separate toilet room, are forward, abaft which comes the motor compartment, with steps leading to the pilot house above. The after part of the ship is given over to the owner's party, and has three double and one single staterooms, three bathrooms, trunk room, lockers, etc.

The pilot house is in the forward part of the deckhouse, followed by the galley and pantry. The after part of the deckhouse is a large and commodious saloon, the forward part of which is used as a dining saloon. An additional toilet room is found in the after end of the deckhouse, which is equipped with piano, radio, and other modern comforts and conveniences.

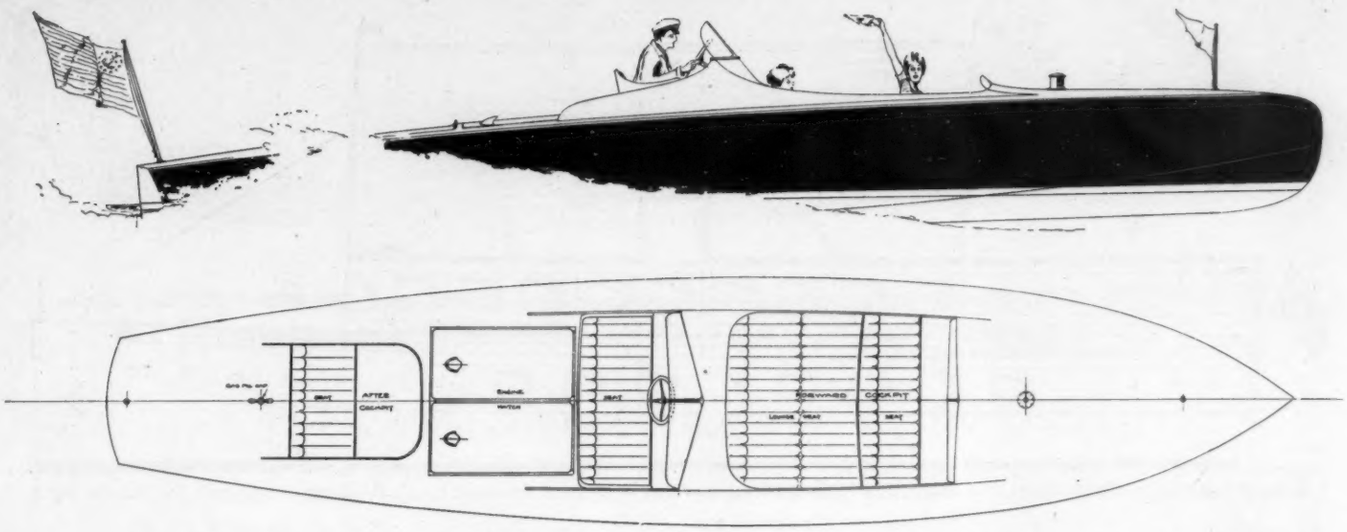
Show Boat has the finest and most complete equipment, including electric refrigeration and ground tackle apparatus, Lux fire extinguishing system, electric toilets, Bolinders Diesel generating set, etc.



The interior accommodations of the Humphreys-designed twin screw 72-foot houseboat.



The inboard profile of *Show Boat*, the 72-foot houseboat designed for Jerome Kern by F. P. Humphreys, Inc.



Profile and cockpit layout of the 40-foot commuting runabout designed and built by the Luders Marine Construction Co., of Stamford, Conn., for Mr. Geraldyn Redmond, of Glen Cove, L. I.

Style, Speed and Seaworthiness in this 40-Foot Commuting Runabout

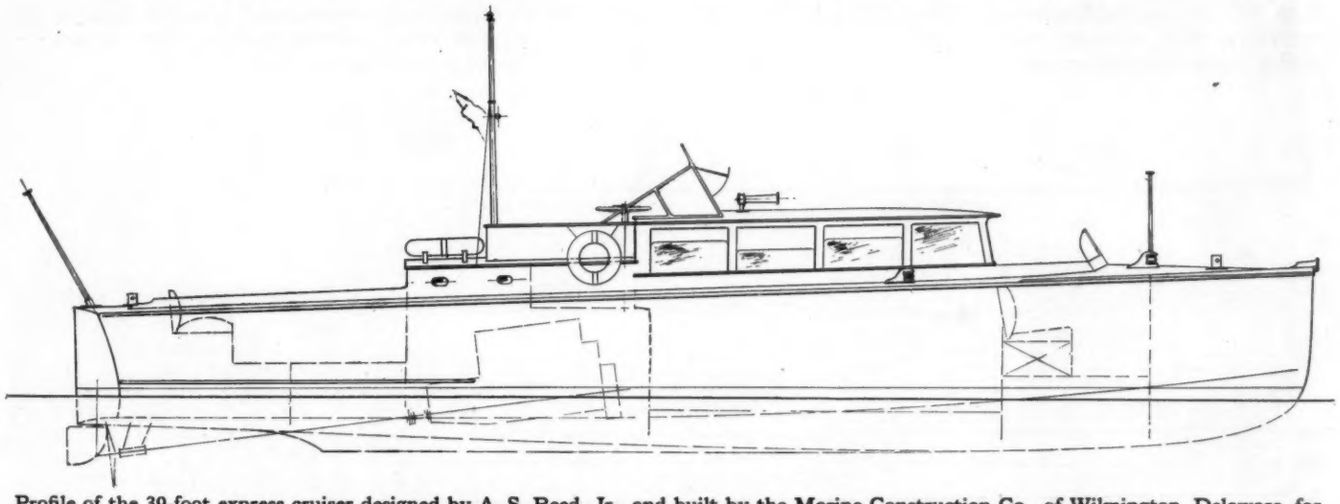
STYLE, speed and seaworthiness are the most striking characteristics of the handsome commuting runabout whose plans are shown above, which is being designed and will be built by the Luders Marine Construction Co., of Stamford, Conn., for Mr. Geraldyn Redmond, of Glen Cove, L. I. The beam is 8 feet, and she will be powered with a Wright Typhoon motor, with which a speed of 50 miles an hour or better is expected.

The designers state that quite a little speed has been sacrificed in order to assure a seaworthy boat, as it is expected that she will be driven hard even under adverse weather conditions. For this reason, the helmsman's seat has been located farther aft than usual in this type of craft, and is high up to assure an unobstructed view of the course. For ordinary going in pleasant weather there is the usual forward cockpit for passengers, worked out in a rather unusual manner, ensconced in the cowl design of the helmsman's station.

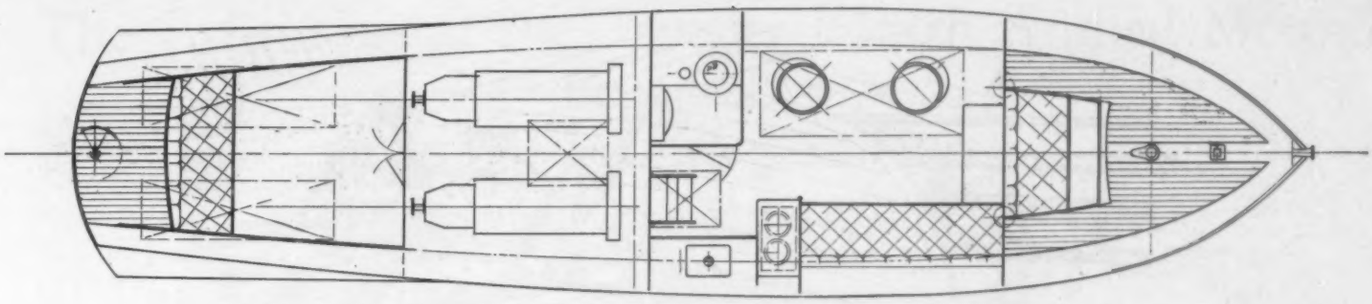
A 39-Foot Express Cruiser of Distinction

BELOW and on the following page are shown the plans of a snappy 39-foot express cruiser seen often on the waters of the Delaware River and Chesapeake Bay. She is owned by Commodore Ernest duPont, of the Corinthian Yacht Club of Philadelphia, and was built last year by the Marine Construction Co., of Wilmington, Delaware, from designs of A. S. Reed, Jr. The hull is planked with mahogany, finished bright, while decks and cabin trunk are of teak. Two 200 h.p. Hall Scott motors drive her at a 35-mile-an-hour clip.

A forward cockpit, bridge deck, and large cockpit aft, together with Pullman type berth, side seat, toilet and galley, give her quite commodious accommodations for a craft of her size, and many favorable comments have been made on her appearance and performance. A duplicate boat is under construction for early spring delivery.



Profile of the 39-foot express cruiser designed by A. S. Reed, Jr., and built by the Marine Construction Co., of Wilmington, Delaware, for Commodore Ernest duPont, of the Corinthian Yacht Club of Philadelphia.



Interior layout of the 39-foot express cruiser described on preceding page.

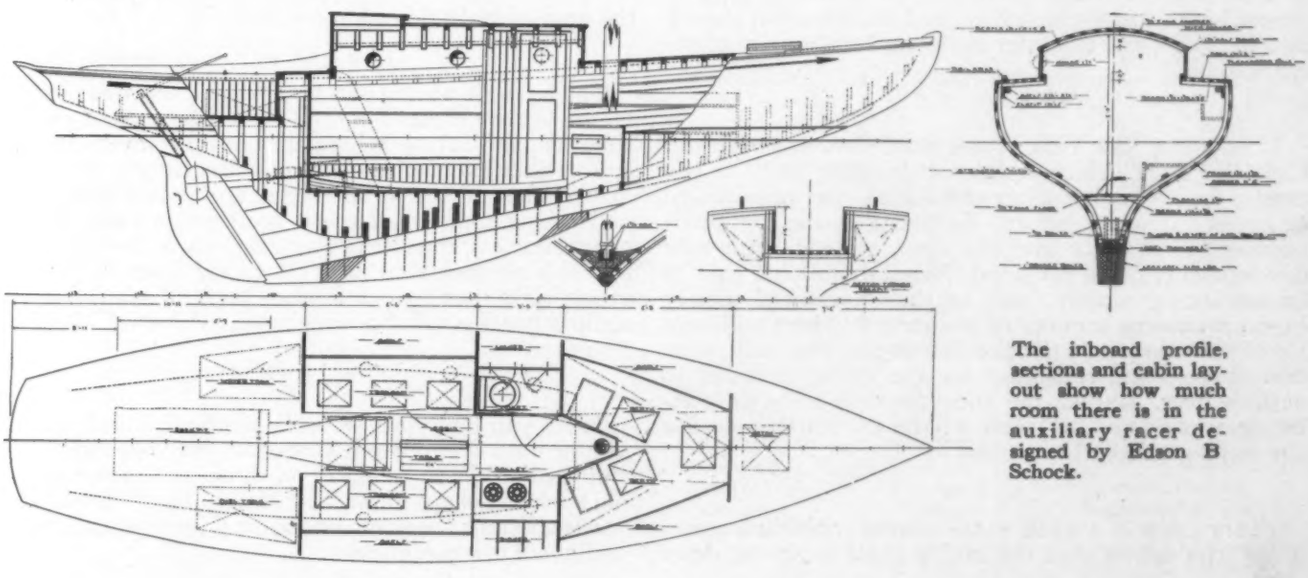
Why Not an Auxiliary for a One-Design Class?

THERE are many yachtsmen these days who, on account of lack of time find it increasingly difficult to get their craft to the race course, especially when the wind fails, and who miss many a dinner when there isn't enough breeze to take them home in a reasonable time. Again, many of them would like to combine a bit of cruising with their racing. A craft which would seem to solve these problems is shown below in plans from the board of Edson B. Schock, naval architect of Los Angeles. She is a jib-headed sloop 34′5″ over all, 25′ water line, 8′10″ beam and 5′6″ draft, with sail area of 590 sq. ft. and ample space under the companion steps for stowing away a small, compact motor which would push the easily driven hull along at a good 5-mile clip on very low consumption of gasoline.

The sections indicate a fine, able type of hull with plenty of speed, with rather short ends, good freeboard and sweet sheer. There is plenty of sail in the handy jib-headed rig to make her step out at a lively pace. And below decks is a nice cabin with 6′ headroom, galley, toilet room, and four bunks. Water and gasoline tanks are carried under the deck aft, and there is a fair amount of stowage space in the forepeak, lazarette and lockers.

This craft looks like a decidedly sensible creation — she is just a nice size for racing, and is sure to get you to and from the race in good time, besides being ready at any time to take her crew of four on a cruise for a week-end or longer. A one-design class of boats like this should prove decidedly popular.

Sail plan of the Schock-designed racing auxiliary.



The inboard profile, sections and cabin lay-out show how much room there is in the auxiliary racer designed by Edson B Schock.

Under the Lee of the Longboat

by Cap Stan

I AM rather surprised to read that as experienced an ocean racer as Alfred Loomis seems to have reached the conclusion that luck is 75% of ocean racing. To be sure, luck seems to have played a winning hand in the recent Transatlantic race. But all experienced racing men, whether they play the long or the short game, know that no single race tells the whole story, and here is where Alf seems to have slipped up. Did Bob Bavier lead the fleet to Bermuda three times out of four primarily because of good luck? Did John Alden win two out of three Bermuda Races on lucky breaks? And how about *Butterfly's* unbroken string of victories in races for the Brooklyn Challenge Cup? To be sure, luck plays *some* part in ocean racing — but it is hardly 75% of the game. If it were, the game would have died long before this. Instead of dying, it is gaining in strength year after year, both here and abroad. Just watch the entries roll in for the coming Gibson Island Race — and see if Alf isn't there to try his luck with his new cutter.

* * *

This winter ocean race, between Miami, Nassau and Havana, turns out to be an auxiliary affair, run along the lines of the Bayside Auxiliary. Undoubtedly, most of the names of boats and owners will be comparative strangers, tackling that particular game for the first time. But it should be an interesting affair, and if successful, should do a lot to encourage winter racing and cruising in southern waters.

* * *

The coming New York Motor Boat Show at the Grand Central Palace, which opens on January 18th, is the twenty-fourth annual affair of its kind, and promises to be better than ever before. As last year, the outboards promise to run away with the show, some startling new developments being promised. Diesel motors are said to be advancing rapidly, and are being watched closely by an increasing number of yachtsmen. There will be a lot of new models in the gasoline engine line, and many new cruisers and runabouts for the motor boat fan to enthuse over. All told, the Show promises to be as interesting as ever, and, as usual, will be the starting gun for the coming season. Don't miss it.

* * *

Every once in a while some morose individual comes along who opines that the sailing game is on the down grade. How come? Have a look in any of the New England shipyards and see the number of windjammers under construction. Look at the activity in the larger racing classes, such as Class C and Class M. Try to buy a good cruising craft. Even with the advent of the large Atlantic Coast One-Design Class, interest is still keen in other small classes — there are practically no Sound Interclubs, Victories, Triangles or Class S boats to be bought, except, possibly, at exorbitant prices. Is there any diminution of entries in racing events, long or short? While power boating has been coming fast in recent years, interest in sailing has made a steady, sound advance, and is continuing to do so. Anyone caring to investigate the matter is bound to come to this conclusion.

* * *

Advance rumors of the measurement rules for the Gibson Island Race are to the effect that they will be similar to those in effect in the 1927 affair — over all length, with a correction for beam, and use any sails you want. This is a decidedly simple rule, and as such, naturally, has many defects. However, it encourages beam, which is a big point in its favor. I hear also that Marconi rigs will be penalized. This will undoubtedly raise a howl from the jib-headed crowd. While this doesn't seem to be a justifiable penalty, I'll reserve further comment until the final official rules are published.

* * *

The hysteria among certain British yachtsmen caused by the victory of *Niña* in the Fastnet Race seems to have subsided, and is now being deplored by contributors and editors alike in one of the foremost British yachting magazines. The real British sportsmen are coming to the front and taking their weak-kneed brethren to task. Just to clinch matters, the Ocean Racing Club, at its last meeting, saw no reason to alter its rating formula for next year's races, nor to bar foreign yachts from competing against British craft. So, once more, "All's well along the Potomac."

* * *

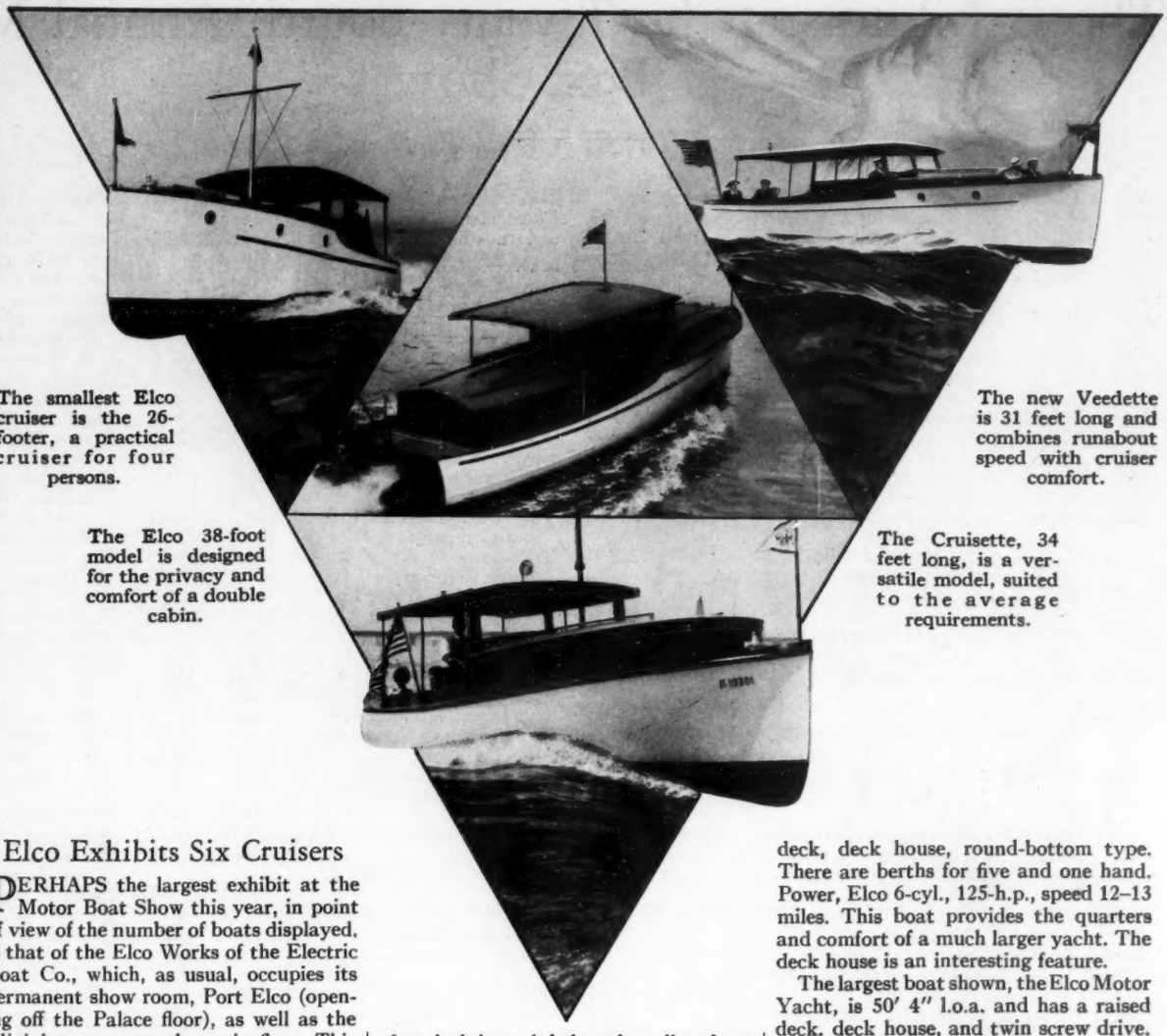
Have you had your old sails overhauled and repaired yet, or have you ordered new ones? Have you given the shipyard orders to go ahead on those repairs and get the old hooker in shape for another season? Sail lofts and shipyards are busy places in the spring. Give your orders now and avoid disappointment.

The Exhibitors at the Twenty-Fourth Annual Motor Boat Show

Where They Will Be Found

Floor	*Space*	
(3rd)	93–94	A C Spark Plug Company
(3rd)	42	Addison-Leslie Company
(3rd)	207	Airships, Inc.
(3rd)	83–84	John G. Alden
(Mez.)	U	Alloy Boat Corporation
(3rd)	91–92	American Bosch Magneto Corporation
(3rd)	15–16	The American Brass Co.
(M. F.)	B1–B2–B3	American Car & Foundry Company
(3rd)	107–114	American Engineering Co.
(3rd)	208	American Steel Boat Corp.
(3rd)	66	S. Appel & Company
(3rd)	204	Armstrong & Galbraith, Inc.
(3rd)	36	Atlantic-Pacific Mfg. Corporation
(M. F.)	C	Atlas-Imperial Diesel Engine Company
(3rd)	67	Autopulse Corporation
(3rd)	14	Baltimore Copper Paint Company
(M. F.)	A4–A5	Banfield Sea Skiff Works, Inc.
(Mez.)	U	Bruno Beckhard
(3rd)	95	The Billings-Chapin Co.
(3rd)	99	John Bliss & Co., Inc.
(3rd)	103–104	Robert Bosch Magneto Company, Inc.
(M. F.)	B7	Frank V. Borick
(3rd)	118–119	Louis Bossert & Sons, Inc.
(3rd)	41A	Breinig Brothers, Inc.
(Mez.)	T	The Bridgeport Motor Co.
(3rd)	82	E. A. Briner
(3rd)	72	Brooklyn Varnish Mfg. Company
(Mez.)	W–X	The Buda Company
(Mez.)	V	Buffalo Gasolene Motor Company
(3rd)	136	William E. Bunce
(3rd)	124	T. J. Butler
(M. F.)	A5 & (Mez.) X	Cape Cod Ship Building Corporation
(3rd)	37A	Casey Boat Building Co.
(3rd)	207	Century Boat Company
(3rd)	41	Champion Spark Plug Co.
(3rd)	206	A. B. Chase-Emerson Corporation
(3rd)	70–71	Chelsea Clock Company
(M. F.)	A4–A5	Chenevert & Company
(Mez.)	Z1	Chrysler Sales Corporation
(3rd)	105–106	Columbian Bronze Corp.
(M. F.)	A3–(Mez.) W	Consolidated Shipbuilding Corporation
(3rd)	208	Cross Gear & Engine Co.
(Mez.)	V	Cummins Engine Company, Inc.
(M. F.)	F1–F2	Dart Boats, Inc.
(M. F.)	B4	Dawn Boat Corporation
(3rd)	30	The Debevoise Company
(3rd)	120	Delaware Bay Shipbuilding Company
(M. F.)	B8	Horace E. Dodge Boat Works, Inc.
(3rd)	18	Domestic Electric Co., Inc.
(3rd)	25–26–27	The Durkee Co., Inc.
(3rd)	115	The Durkee Mfg. Company, Inc.
(3rd)	206	Dwight Lumber Company
(M. F.)	M	Dyer Motorcraft Corp.
(3rd)	137	Eastern Service Marine Company
(3rd)	60	Edson Manufacturing Corporation
(M. F.)	A8	The Elco Works
(3rd)	2	The Electric Storage Battery Company
(Mez.)	T	Elto Outboard Motor Co.
(3rd)	49–50	Enterprise Oil Co., Inc.
(Mez.)	Y1–Y2	Evinrude Motor Company
(Mez.)	X	Fairbanks, Morse & Co.
(Mez.)	N	Fairchild Boats
(Mez.)	V	Fay & Bowen Engine Co.
(3rd)	62	L. W. Ferdinand & Co.
(3rd)	131	Field & Stream Publishing Company
(3rd)	127–128	Fore an' Aft Co., Inc.
(3rd)	53	Fyre-Freez Corporation
(3rd)	125–205	Gesswein Boat Corp.
(3rd)	13	Godfrey Propeller Adjusting Corporation
(3rd)	89–90	The B. F. Goodrich Rubber Company
(3rd)	208	The Gray & Prior Machine Company
(Mez.)	X	Gray Marine Motor Co.
(M. F.)	B2–B3	Greenport Basin & Construction Company
(M. F.)	K L	Hacker Boat Company
(Mez.)	Y1	Hall-Scott Motor Car Co.
(Mez.)	U	Hill Diesel Engine Co.
(3rd)	208	F. van Rossen Hoogendyk
(3rd)	129	Huckins Yacht Corp.
(M. F.)	A4	Frederic P. Humphreys
(3rd)	101–102	Hyde Windlass Company
(3rd)	133–134	Indiana Quartered Oak Company
(3rd)	63–64	International Nickel Co.
(M. F.)	A6	Hubert S. Johnson Boat & Engine Works
(Mez.)	Q R	Johnson Motor Company
(Mez.)	N	Kahlenberg Bros. Co.
(3rd)	121	Kallusch Boat & Engine Company
(Mez.)	U	The Kennebec Canoe Co.
(Mez.)	T	Kermath Manufacturing Company
(3rd)	85–86–87	Walter Kidde & Co., Inc.
(3rd)	59	Kohler Company
(Mez.)	Y–Z	Laconia Car Company
(3rd)	55	U. G. Lee & Co., Inc.
(Mez.)	Z2	Lockwood Motor Co.
(Mez.)	N	Long Island Motor Works
(M. F.)	B5	Luders Marine Construction Company
(3rd)	122–123	Ludington Aircraft, Inc.
(M. F.)	G2–J–K	Howard W. Lyon, Inc.
(3rd)	58	Mall Tool Company
(M. F.)	A1–A2	The Matthews Company
(3rd)	208	Maybach Motor Company
(M. F.)	G1	The Meteor Motor Car Co.
(3rd)	38	Morse Chain Company
(3rd)	126	The Moto Meter Co., Inc.
(3rd)	4	Motor Boat Publishing Company, Inc.
(3rd)	47–52	Motor Boating
(Mez.)	X	Mullins Mfg. Corporation
(3rd)	96	National Carbon Co., Inc.
(3rd)	88	National Lock Washer Co.
(3rd)	65	The National Marine Lamp Company
(3rd)	33–34	New Jersey Paint Works
(3rd)	203	New York Sporting Goods Company
(3rd)	132	Nicolet and Deed
(3rd)	209	Non-Capsizable Boat Works
(3rd)	75–76	M. L. Oberdorfer Brass Co.
(3rd)	31–32	Ovington Brothers Co.
(Mez.)	W	Palmer Bros. Engines, Inc.
(3rd)	21–22	Paragon Gear Works
(Mez.)	N	Peerless Marine Motor Co.
(Mez.)	O	Penn Yan Boat Co., Inc.
(3rd)	43–44	The Penton Publishing Co.
(3rd)	40	Perkins Marine Lamp Corporation
(M. F.)	A6	J. H. Perrine
(3rd)	209	Petersen Boat Works
(3rd)	208	Pigeon Hollow Spar Co.
(3rd)	61	The Portable Light Co.
(3rd)	37	Pyrene Mfg. Company
(3rd)	100	The Rajah Company
(Mez.)	N	Red Wing Motor Co.
(M. F.)	B6–B7	Richardson Boat Co., Inc.
(3rd)	57	E. S. Ritchie & Sons
(3rd)	28–29	The Rudder Publishing Company
(3rd)	39	B. Schellenberg & Sons
(Mez.)	N	Scripps Motor Company
(M. F.)	H	The Sea Sled Corporation
(3rd)	135	Skiboard Corporation
(3rd)	208	Ski-Boat Corporation
(M. F.)	E	Chris Smith & Sons Boat Company
(3rd)	23–24	Edward Smith & Co.
(3rd)	1	Smith-Meeker Engineering Company
(3rd)	56	Snow & Petrelli Mfg. Co.
(3rd)	111–112	The Sperry Gyroscope Co.
(Mez.)	Z3	Standard Motor Construction Company
(M. F.)	B4–B5	Staples, Johnson & Co.
(Mez.)	N	Stearns Motor Mfg. Co.
(Mez.)	W	Sterling Engine Company
(3rd)	35	Sturges Anchor Hoist
(3rd)	116–117	Thompson Bros. Boat Mfg. Company
(3rd)	3–97–98	W. & J. Tiebout
(Mez.)	U	Toppan Boat & Engine Co.
(3rd)	201	Topping Brothers
(3rd)	130	United States Boat Corp.
(Mez.)	X	United States Motors Corporation
(Mez.)	T	Universal Motor Co.
(3rd)	203	Universal Watercraft, Inc.
(3rd)	209	Valentine & Company
(Mez.)	Y3	Joseph Van Blerck Engine Corporation
(Mez.)	N	Verrier, Eddy Company
(Mez.)	R	Von Lengerke & Detmold
(3rd)	81	John Waldron Corp.
(3rd)	12	Walsh-Bugbee Company
(3rd)	45–46	Waterbury Clock Co.
(3rd)	68	Wheeler-Schebler Carburetor Company
(M. F.)	A6–A7	Wheeler Shipyard
(3rd)	69	Kelvin & Wilfrid O. White Company
(3rd)	208	The Whitney Woodcraft Corporation
(3rd)	19–10	Wilcox, Crittenden & Co., Inc.
(Mez.)	P (3rd) 77–78–79–80	E. J. Willis Company
(M. F.)	M	The Winton Engine Co.
(M. F.)	C	Gar Wood, Inc.
(3rd)	17	C. A. Woolsey Paint & Color Company
(Mez.)	V	Wright Aeronautical Corp.
(3rd)	202	Yachting, Incorporated
(3rd)	54	Wilbur H. Young & Co.
(3rd)	73–74	R. W. Zundel Co., Inc.

MOTOR BOAT SHOW



The smallest Elco cruiser is the 26-footer, a practical cruiser for four persons.

The new Veedette is 31 feet long and combines runabout speed with cruiser comfort.

The Elco 38-foot model is designed for the privacy and comfort of a double cabin.

The Cruisette, 34 feet long, is a versatile model, suited to the average requirements.

Elco Exhibits Six Cruisers

PERHAPS the largest exhibit at the Motor Boat Show this year, in point of view of the number of boats displayed, is that of the Elco Works of the Electric Boat Co., which, as usual, occupies its permanent show room, Port Elco (opening off the Palace floor), as well as the adjoining space on the main floor. This exhibit comprises the complete line of six standardized Elco motor cruisers, ranging in size from 26 to 50 feet, and priced from $2,975 to $25,500. These boats, designed to fill the needs of every yachtsman, are described below in the order of their size.

The Elco "Twenty-six" is a raised deck, round-bottom boat, 25′ 11″ long overall. This boat is intended to be the smallest possible practical cruiser in which four persons can do extended cruising in comfort and safety. They have been in service four seasons and have proved their worth. Powered with an Elco Gray 6–40 motor a speed of 10 m.p.h. is obtained.

The New Veedette — 30′ 11″ in length, of the raised deck, V-bottom type — has been designed to meet the demand for a boat with runabout speed and cruiser comfort at moderate cost. She was developed after several months of experiment afloat, and is very sporty in appearance and represents a definite step ahead in motor boat design. There is a bow cockpit seating three or four persons. The steering position is on a raised portion of the cockpit and is completely enclosed by a windshield. The two raised seats are extra wide for one, and comfortably wide for two on moonlight nights. The cockpit is protected by an awning and left open for chairs. The after deck is sunk below the rail to form a wide seat. The engine is accessible without the necessity of lifting the floor hatches and the cabin has full headroom, with an excellent galley, a separate lavatory and upper and lower berths. The speed is from 18 to 20 miles.

The Elco Cruisette is 34 feet in length, and is of the trunk cabin, round-bottom type, with berths for six. This famous boat has been on the market for 14 years and is by far the most popular and best known pleasure boat in the world. It is ideally suited to the average man's requirements. An interesting feature of the Cruisette is its versatility. This hull has been built with many different arrangements, viz., open boats for passenger service, tow boats, steamer tenders, patrol boats, river freight boats, etc. With a W. S. M. 4-cylinder engine the speed is 13–14 miles.

The Elco "Thirty-eight" is a double cabin, bridge deck, round-bottom boat with berths for six. This model, which remains virtually unchanged from last season, is designed for the owner who wishes to run his own boat and yet have the privacy and comfort of the double cabin arrangement. The main cabin is forward with four berths, lavatory and galley, while aft is a double stateroom with private lavatory. Her power plant is an Elco 6-cyl., 125-h.p. Speed 14–15 miles.

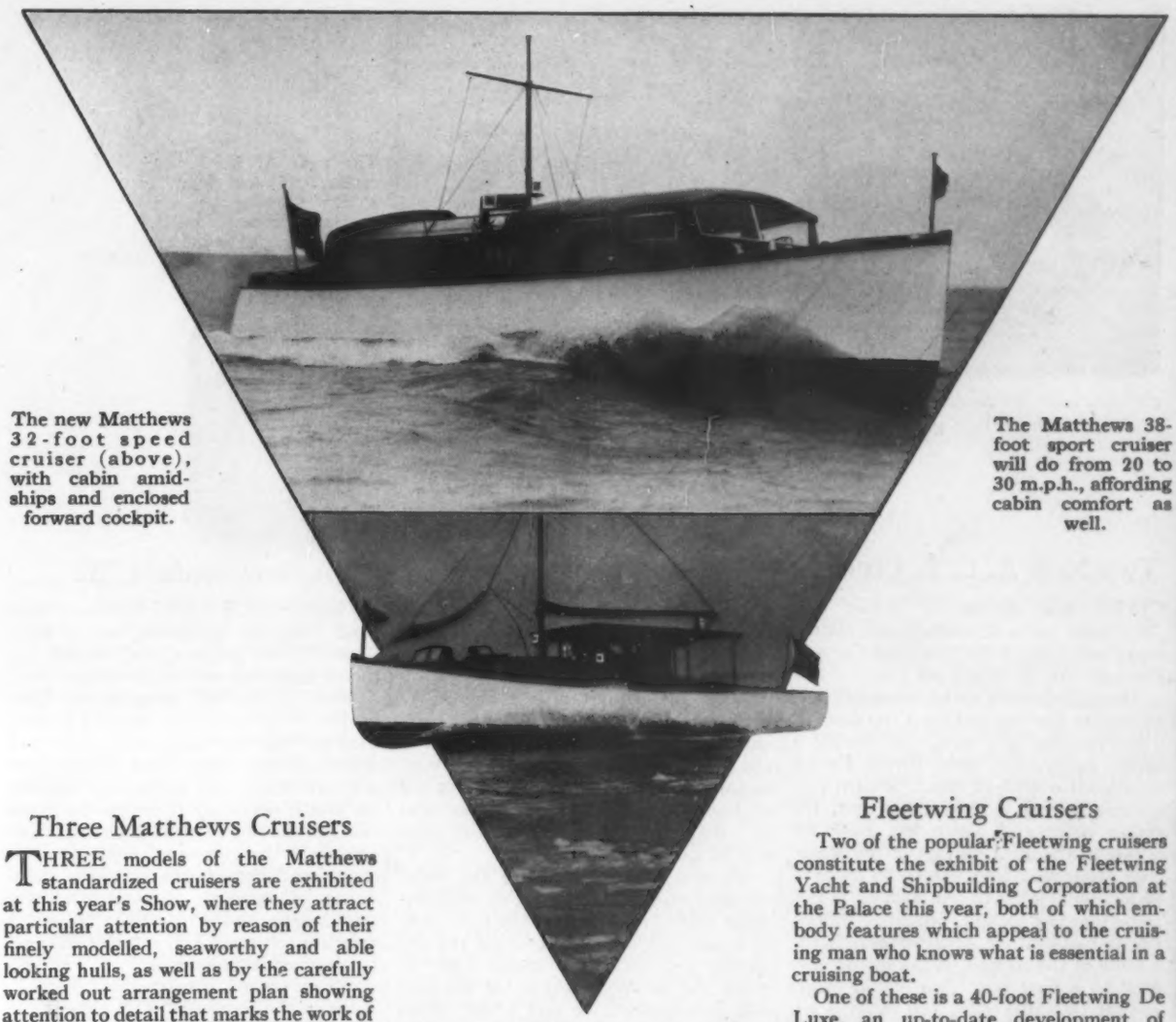
The Elco "Forty-two" is of the raised deck, deck house, round-bottom type. There are berths for five and one hand. Power, Elco 6-cyl., 125-h.p., speed 12–13 miles. This boat provides the quarters and comfort of a much larger yacht. The deck house is an interesting feature.

The largest boat shown, the Elco Motor Yacht, is 50′ 4″ l.o.a. and has a raised deck, deck house, and twin screw drive. There are berths for six and two hands. In this motor yacht is combined on a smaller scale every comfort and luxury found in much larger boats. She is handsome, weatherly and fast, but her cost is a fraction of what is usually spent to get the same performance and quarters, the power consisting of two 6-cyl. Elco motors of 125-h.p. each which give a speed of 14–15 m.p.h.

John G. Alden

One of the smaller, but always one of the most interesting, booths at the Show is that of John G. Alden, the well known Boston naval architect, where enthusiastic yachtsmen invariably gather to discuss yachting affairs of the present, past and future.

This year, as usual, there is found a fine collection of models of all types of craft on display, from *Malabar* schooners to Diesel yachts, with some racing craft thrown in for good measure. Sheafs of plans and sketches, some of the latter in color, will gladden the eye of prospective owners, while large albums full of photographs of exterior and interior views of many Alden-designed craft give visual evidence of what the completed boat looks like. There are also some samples of the different "gadgets" which Mr. Alden has developed, such as non-leaking port lights, special windlass, etc.



The new Matthews 32-foot speed cruiser (above), with cabin amidships and enclosed forward cockpit.

The Matthews 38-foot sport cruiser will do from 20 to 30 m.p.h., affording cabin comfort as well.

MOTOR BOAT SHOW

Three Matthews Cruisers

THREE models of the Matthews standardized cruisers are exhibited at this year's Show, where they attract particular attention by reason of their finely modelled, seaworthy and able looking hulls, as well as by the carefully worked out arrangement plan showing attention to detail that marks the work of this company. The three boats exhibited are a new model speed cruiser 32 feet long, the Matthews "38" single-cabin cruiser, and the 46-foot enclosed cruiser.

The new model speed cruiser is one that will make a big appeal to the man who wants to run his boat without a paid hand and yet who desires the maximum in comfort and looks. In this boat the cabin is amidships with cockpit forward, protected by a windshield. This cockpit has seats on either side of the cabin bulkhead and will hold a good sized party. The main cabin has a transom on either side with upper and lower berths, sleeping four, lockers, dresser, etc., and a table in the center. At the after end is a galley and enclosed toilet. Beyond this is the after cockpit, capable of taking several easy chairs. This new model is very snappy in appearance, and from 22 to 25 miles per hour is obtained with a 150-h.p. Kermath engine. The price is $7,950.

The Matthews "38" Single Cabin Cruiser has been on the market for some years and has already proved herself under all conditions. She is a big, roomy boat with excellent cruising accommodations for four to six people, and can be taken anywhere that a boat of this size should go. A six-cylinder 125-h.p. Kermath with electric starter and controls gives a speed of 13 to 14 miles.

The largest Matthews boat is a 46-foot enclosed cruiser which is extremely roomy and comfortable. This is a double-cabin boat with a large enclosed bridge deck amidships, making an excellent living and lounging room. The after cabin has two wide transom berths, a large galley, a toilet room, and plenty of locker and dresser space. The after cockpit is fitted for easy chairs and makes an excellent place to "spread out" on a long run. The forward cabin, entered from the bridge deck, is the owner's stateroom with a double bed, five feet wide, a transom, lockers, dresser, and the like, with a communicating lavatory. The crew's quarters are forward. The motor is under a flush hatch in the deck house, power being supplied by a 150-h.p. Kermath with full deck house control and giving a speed of 16 to 17 miles an hour. The price is $14,450.

These three boats form an unusually attractive line that will meet the needs of any yachtsman wanting a boat of these sizes.

The Matthews Company also exhibits a Sport Cruiser, 38½ feet long, equipped with a 400-h.p. Liberty which gives a speed of 33 to 35 miles per hour, or with a 150-h.p. Kermath, delivering a speed of 18 to 20 miles. In this boat there is a large forward cockpit as well as a spacious after cockpit, while the cabin has four Pullman berths and complete toilet room equipment.

Fleetwing Cruisers

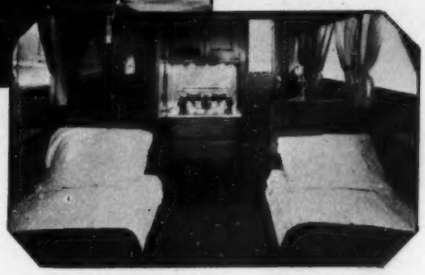
Two of the popular Fleetwing cruisers constitute the exhibit of the Fleetwing Yacht and Shipbuilding Corporation at the Palace this year, both of which embody features which appeal to the cruising man who knows what is essential in a cruising boat.

One of these is a 40-foot Fleetwing De Luxe, an up-to-date development of medium size standardized motor craft. This boat is a successor of the double-cabin cruiser turned out by this firm, which was so popular last year and which proved successful in a number of long distance cruising events. The boat has accommodations for seven persons and embodies all conveniences for comfortable living at sea, including a spacious enclosed deck house measuring eight by ten feet, and which can be used for a dining room as well as a living and lounging room. Powered with a Buda GM 6 100-h.p. motor, this boat has a sustained speed of 14 miles per hour, with controls arranged for one-man operation from the bridge.

The other Fleetwing cruiser is a smaller boat called the *Junior*, a 28-foot semi-V bottom sea skiff, designed particularly for rough water work off coast, and for fishing. The hull is clinker-built, making a very strong construction. The accommodations are spacious and well arranged, with berths for four persons, an enclosed lavatory, large galley, and all conveniences that can be expected in a boat of this size. The cockpit is covered and has a removable seat in the stern for convenience while fishing. Powered with a six-cylinder Gray motor of 72-h.p., 14 miles per hour is obtained. By using a Kermath 150-h.p. about 28 miles can be had in a Sportster model of this same hull.

MOTOR BOAT SHOW

The new A. C. F. day cruiser, 26 feet long, is a cabin runabout with cruising accommodations that has long been wanted.



The cabin has two berths and a galley for an occasional overnight trip.

Two New A. C. F. Cruisers

TWO new models, a 26-foot day cruiser and a 40-foot cruiser, constitute the exhibit of the American Car and Foundry Co., of New York City.

The 26-footer is a rather unusual boat, answering the demand for a runabout of moderate size and cost, yet having a toilet, galley, and even berths for an occasional overnight trip. Forward is a cockpit having a 'thwartship seat, the center portion of which lets down for access to the after portion of the space. The whole seat back can be let down to form a double berth. An awning is furnished for the cockpit, providing protection in bad weather. Abaft the seat, in the middle of the cockpit, is the motor, covered by a neat box. Two folding chairs are set on either side. The cabin is entered by a door from the cockpit.

On stepping inside one finds a complete little galley at the forward end and on the port side a toilet room. Aft, on either side, are two berths. Powered with the 100-h.p. Chrysler marine motor, this model does better than 20 miles per hour. Being a round-bottom boat, she is apt to be easier in choppy waters. The price is in the neighborhood of $5,000.

The new 40-foot cruiser is designed to take the place of the 41-footer previously built by this firm. In the bow is a cockpit so popular these days. Next is space for a paid hand, providing a comfortable built-in berth, locker, etc. A toilet may also be put in this room as the necessary plumbing is provided.

Abaft these quarters is a fine galley with all the usual equipment. Next comes a lobby with guest toilet room to the port side and a large locker to starboard. From here steps lead up to the enclosed bridge deck which is used also as a dining saloon and as sleeping quarters for guests.

Midship and forward are the usual controls led up from the engine compartment below. Forward, on the port side, is a door leading directly onto the unusually wide deck which makes it easy to reach the forward cockpit. On the port side is a comfortable seat which makes up into upper and lower berths for two. In the after port corner is the space for a neatly housed radio set, flanked by a seat to starboard. This seat lifts up for access to the engine compartment. Next to this is the entrance to the owner's double stateroom.

In the after end of this cabin, to starboard, is the door leading onto a wide deck. From this the after deck is reached. A large folding berth is placed on the starboard side of the deckhouse.

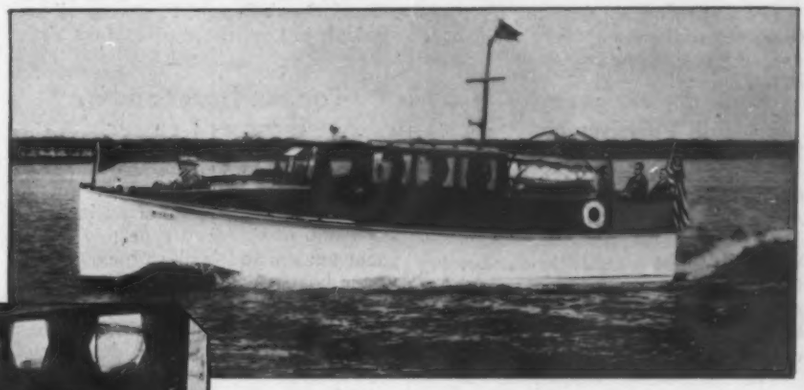
A New Banfield "32"

The Banfield Sea Skiff Works, of New York City, are exhibiting one of their latest 32-foot cruisers, well known for their ruggedness and weatherliness. Fundamentally the hull design of the Banfield "32" is the same as the skiff or dory used by fishermen along the treacherous waters off the Jersey coast where there are practically no sheltering harbors, making it necessary to beach the boats through the surf to make a landing. Consequently the governing factor in construction of these boats is an over-abundance of strength to withstand the punishment and hard usage to which they are subjected every day of the year by commercial fishermen.

While rugged construction predominates in the Banfield "32," elegance of finish and completeness of accommodations have not been overlooked. Harmonious streamline design depicts grace and speed. Accommodations include four large-sized individual berths, enclosed toilet, two clothes lockers and two linen lockers, a complete galley, forward cockpit and a spacious after cockpit with removable canopy for fishing.

The Banfield "32" is available with either the 150 h.p. six-cylinder Kermath or the 100 h.p. six-cylinder Kermath

The 1929 model Banfield 32-foot Sea Skiff cruiser, designed for rough waters as well as smooth.



The A. C. F. 40-foot cruiser is another new model, well thought out and with a comfortable enclosed deckhouse.

The deckhouse is used as a dining room and has sleeping quarters as well.

MOTOR BOAT SHOW

marine engine, giving speeds of 25–28 m.p.h. and 18–20 m.p.h. Kermath marine engines are of the most advanced type, economical in operation and thoroughly dependable at all times. For many years Banfield boats have been powered with Kermath engines because of their great reliability. The engine compartment is insulated with Celotex to keep motor noises from reaching the cabin. The price range is from $7,150 to $7,950, depending on the size of engine furnished.

Wheeler Sea Skiffs

The well-known Wheeler Sea Skiffs are exhibited in Blocks A-6 and A-7 by the Wheeler Shipyard, of Brooklyn, N. Y. Three models are shown — a 36-foot cruiser, or Playmate, a 32-footer, and a 26-foot sea skiff model. All these craft are of the well-known lap strake construction and are unusually seaworthy, comfortable and fast. The designs have been worked out over a period of years by experienced designers and builders, and the construction reflects the many years of experience of the Wheeler family in turning out worthy craft. Materials and finish are first class in every way. At the exhibit will be found Messrs. Howard E. Wheeler, E. Lawrence Wheeler, Wesley L. Wheeler, E. M. Wheeler and Robert C. Wheeler.

The Dawn "45" — a Handsome Cruiser

Five years ago the keel of the first Dawn "45" was laid at the plant of the Dawn Boat Corporation, at Clason Point, New York. That boat has never changed hands, so satisfactory has she been, and she is the forerunner of the present handsome Dawn "45" on exhibit at the Show — a craft which is sure to commend itself to all discriminating yachtsmen. She is a double cabin boat, with a large enclosed bridge deck amidships.

Beauty of line is self-evident, and the capabilities of the hull have been thoroughly proved in arduous service. The well thought out arrangement plan is what makes the boat so attractive to the experienced motor boatman. The owner's stateroom, guests' cabin and crew's quarters are all spacious, well equipped, and each has its own toilet facilities. The galley is a real kitchen. The bridge deck and cockpit rival the porches of a house in roominess. In the engine compartment there is ample working space around the twin motors. The material, workmanship, finish and equipment of the Dawn "45" will meet with the approval of the most critical.

Two 70 h.p. Lathrop motors, with a long record of efficient service in the hands of many owners, assure many seasons of reliable, economical and uninterrupted service.

Cape Cod Knockabouts, Outboards and Rowboats

The person who wishes to take his boating under canvas, or with an outboard clamped to the stern of his boat, will find much to interest him in the exhibit of the Cape Cod Shipbuilding Corporation, of Wareham, Mass. Here will be found several ideal boats for the youngster learning to sail, such as the 15-foot Junior a decked boat jib, and mainsail rigged, or the 14-foot decked sailing skiff. The 18-foot Baby Knockabout is an able little craft, centerboard type, but round bilged and jib and mainsail rigged. They have proved very popular as one-design classes, and are sailed at many localities on the coast and on inland waters.

Then there are several models of Cape Cod family and utility runabouts, with power plants installed, and a comprehensive line of outboard boats, both for racing and for the harder uses of knocking about. The smallest of these is an 8-foot racing craft called the Exocetus, which sells at $165. There are other models up to 13 feet, 7 inches in length.

The Dawn 45-footer affords the maximum in comfort for a boat of this popular size.

MOTOR BOAT SHOW

The Cape Cod Shipbuilding Corporation makes a boat for every small boat use, and most of the models will be seen at the Show this year.

The Fairform Flyer

The Fairform Flyer, said to be one of the fastest real cruisers at the Show, is a fine looking 42-footer turned out by the Huckins Yacht Corporation, of Jacksonville, Fla. While speed is the outstanding feature of this new craft, she is also a splendid sea boat, and lacks nothing in appearance and comfort found in any other cruiser of the same size.

The twin-screw installation of 6-cylinder 150 h.p. Kermath motors is said to be largely responsible for remarkable maneuvering qualities. The boat is averse to rolling, and does not pound. Three watertight compartments insure safety even should the hull be badly stove in. The fuel tank is segregated in its own watertight compartment, obviating the fire menace, while the motors are also located in a well ventilated, watertight compartment.

Only the highest grade materials enter the construction, and in workmanship, finish, decorations and equipment she matches yachts of far greater price.

There is a fine double stateroom forward, with its own toilet room. The large saloon is aft, with crew space abaft it. The berths are wide and comfortable, there is loads of locker and stowage space, and every possible gadget for comfortable cruising.

The cruising speed is 20 m.p.h., with a maximum of over 25 m.p.h.

Perrine Sneak Boxes

The famous line of Barnegat Sneak Boxes, the product of J. H. Perrine, of Barnegat, N. J., are represented at the Show by two sail boats and an outboard. All three craft are 15 feet long. Of the sail boats, one is rigged as a jib-headed sloop, while the others carries the cat rig.

These Sneak Boxes, productive of excellent sport, are extensively used in shoal waters and have established their popularity in one-design class racing.

Stock Sneak Boxes 18 feet over all are available in both the sloop and cat rigs.

Toppan Boats and an Express Cruiser

The exhibit of the Toppan Boat and Engine Co., of Medford, Mass., on the mezzanine floor, consists of an interesting group of the dory type row boats, yacht tenders and family type outboard motor boats designed for seaworthiness and carrying capacity. These models are well known to all yachtsmen and have proved the value of their design and type through years of service.

While the Toppan Co. is exhibiting only these useful small boats, they have on view colored photographs and plans of the famous standardized 32½-foot double-cabin express cruiser which the firm designed and is now manufacturing as a stock craft. This boat has "made good" as a seaworthy, comfortable fast cruiser, and has won many long distance races at unusually high speeds.

This express cruiser, called the Llenroc, is powered with the 200 h.p. Sterling Petrel motor for 1929, which gives speeds of from 32 to 35 miles per hour. There are berth accommodations for five to six persons and day cruising capacity for 10 to 12. The owner-driver's bridge is entirely enclosed, and being forward of the engine compartment is thus very quiet and free from vibration. The new 1929 Llenroc cruisers are of the same underbody as the boats turned out last year, but they have many refinements in finish, equipment, and accommodations which make them the "last word" in small express cruiser construction.

Also to be seen at the Toppan booth are the numerous trophies won by the champion *Llenroc II* and *Barjohro* during the past two seasons.

Gesswein Boats

On the third floor of the Show is to be found an interesting exhibit of small craft by the Gesswein Boat Corporation, of Brooklyn, N. Y., including four outboard hulls, a runabout and a yacht tender. The runabout is a 19-footer, powered with the new Ford Model A motor. The 16-foot yacht tender is said to be about the fastest yacht tender of its size and weight yet produced. Then there is a 16-foot outboard cruiser and a 16-foot outboard runabout, both of which are a radical departure from the usual outboard hull.

The outboard racing type is represented by two fast-looking hulls, one a 9½-footer and the other 11½ feet long, both of which are due to be heard from during the coming season.

Fairchild Outboards

Fairchild Aero outboard boats, products of the Fairchild Airplane Manufacturing Corporation, Farmingdale, N. Y., first came to the notice of the boating world early in 1928 when the original Fairchild Aero, named *Baby Olds*, won the Albany to New York long-distance race. The most salient feature of these boats is the use of aeronautical engineering in the design of the superstructure to eliminate wind resistance and to cut down weight without reducing strength.

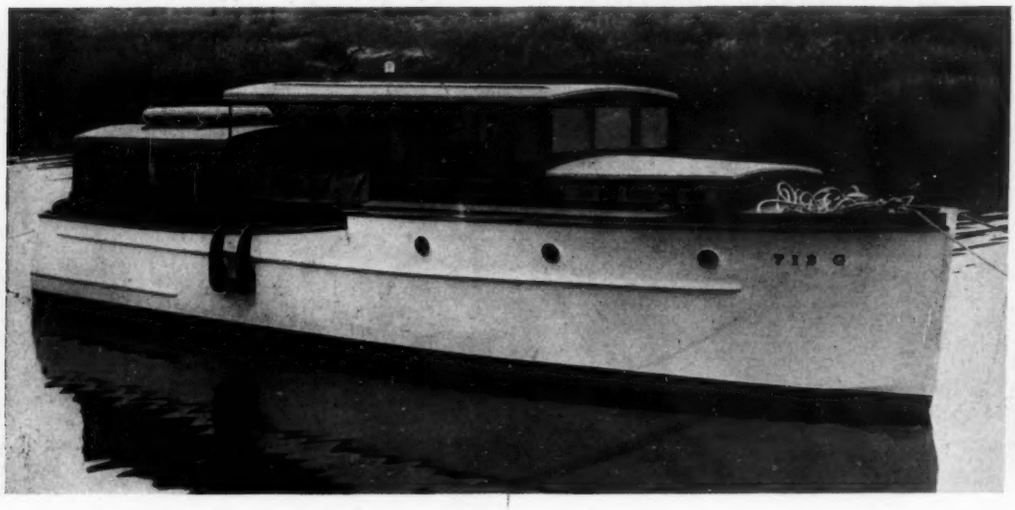
The five 1929 Fairchild boats, ranging from a 10′ 3″ racing boat for Classes A and B to a handsome cruiser able to stand rough water and provide comfort for even long trips, are to be seen at the Show. One of the biggest features of the 1929 line is a design of the sides which makes the boats practically non-capsizable without the use of any of the dangerous side plates.

The Minima model is the smallest of the racing boats and incorporates many of the regular Fairchild features, including the shock-absorbing bow, the longitudinal steps, the airplane fabric deck and other items worked out in months of experimentation.

The 1929 edition of the Fairchild Aero is 12 feet in length and is substantially improved in design and construction over the model of last year.

The Maxima model is a family boat 16 feet in length and capable of carrying six people at speeds of from 18 miles an hour upwards, depending upon the motor installed.

The new standardized Toppan double-cabin Llenroc express cruiser, 32½ feet long, with a speed of over 30 m.p.h.



The Fairchild Superba is an 18-foot boat with double cockpits. Its gay upholstery and harmonious color schemes combined with the excellence of the design, stamp the boat as the marine equal of the sport roadsters in the automobile field.

The cruising boat, known as the Voyageur model, is 23 feet in length. She is arranged to sleep either two or three persons and has a number of unique features of design.

The Consolidated 50-Foot Express Cruiser

One of the largest and finest of the boats to be found on the main floor of the Grand Central Palace is a 50-foot express cruiser designed and built by the Consolidated Shipbuilding Corporation, of Morris Heights, New York City, a firm long known for the fine quality of its products, and one which is a self-contained organization of twenty-one departments.

Yachts are designed, built, powered, decorated and equipped at the Consolidated plant, all bearing the manufacturing trade name of Speedway. The 50-footer is no exception. She is not a new model, but just an example of a type which has been very successful. The planking is of mahogany, varnished, with a rubbed finish. The arrangement of the boat includes comfortable sleeping accommodations for six people, a forward and an after cockpit, a large and fully enclosed deck house, all delightfully decorated with appointments which evidence the good taste of the decorators.

The power plant consists of a 170-h.p. Speedway gasoline motor, which gives the boat a speed of 19 miles an hour in average weather.

All enthusiasts who visit the Show should drop in at the Consolidated booth and inspect this handsome craft from the standpoints of design, construction, finish and equipment. In attendance are W. J. Parslow, President of the Consolidated Company; Bruce Scrimgeour, Secretary and General Manager; W. K. Parslow, Treasurer; H. W. Patterson, Chief Constructor; W. E. Baldwin, Chief Engineer; A. Christen, Superintendent; W. A. Roos, W. G. Wood, and J. E. Lowery.

At the Consolidated booth on the main floor is also exhibited the new 300-h.p. Diesel Model D motor now being manufactured by this company.

Three Whitney Cruisers

The lack of space on the main floor for the accommodation of large cruising boats has resulted in forcing a number of builders of this type of craft to show their product by means of models, photographs and plans. The Whitney Woodcraft Corporation of East Hartford, Conn., is one of these, and they exhibit instead of the real boat, a 54″ model of their 35-foot cruiser, made to scale and giving a comprehensive idea of the appearance of the boat, while plans show the interior layout. This boat is a stock cruiser built to meet the needs of yachtsmen of today. She is 35′ 5″ long, beam 10′, and draft 33″. The boat is sold with the power plant optional, either a Sterling gasoline engine with which she will do 20 miles, or a Cummins Diesel with which 15 miles speed is obtained.

The Whitney Woodcraft Corporation also show plans of their Whitney double-cabin 46-footers with twin screw motors, the accommodations of which are intended for a party of six, with two berths in the forecastle. The third boat of the Whitney Woodcraft Corporation is a 28-footer, plans and photographs of which are exhibited.

Ludington Boats

Ludington Aircraft, Inc., of Philadelphia, have on exhibition two new boats. The first of these, known as the Ludington Lightning, differs from the Ludington Hydro in being lightly built. It is planned especially for smooth water racing. The boat is 12 feet long, weighs 95 pounds, and is constructed of three-ply veneer with an airplane fabric deck. It is adaptable to Class B or C motors, and has done as high as 37 miles per hour in tests. It is expected that this boat will do 40 miles per hour or better when equipped with the new 1929 Class C motors.

The second Ludington development is the Ludington Buccaneer, a 16-foot V-bottom runabout with seating capacity for seven people. This boat is strongly constructed of Philippine mahogany planking over spruce frames, and is adaptable to any outboard motor on the market from Class C up. A speed of 25 miles per hour with a Class C motor and two passengers is readily attained. It is predicted that this boat will do between 35 and 40 miles per hour with motors of higher piston displacement.

Richardson Cruisabouts

Since the introduction of the Richardson Cruisabout a year ago, there has been such an unprecedented demand for this boat that the Richardson Boat Co., North Tonawanda, N. Y., is bringing out additional models for 1929.

All models are 28′ long, 8′ 10″ beam and 2′ 4″ draft, and are built on a standardized hull designed by Eldredge-McInnis, Inc., of Boston. The power plants are again furnished by the Gray Marine Motor Co.

The Cruisabouts are suitable craft for lake, stream or the coastwise waterways. Each model, with the exception of the Day Cruisabout, offers ample living accommodations for four.

The Master Cruisabout, with a single cabin and cockpit, has proved so popular among yachtsmen that this model, with many improvements and additional equipment, is being continued in 1929.

The Fore and Aft Cabin Cruisabout offers distinct advantages in small boat arrangement. Its main cabin forward and small stateroom cabin aft give privacy and accommodations unusual in a yacht of this size. Both the Master and the Fore and Aft Cabin Cruisabouts can be built with a self-bailing bow cockpit so that scenery, sunshine and cool breezes may be enjoyed to the fullest extent.

The Richardson Day Cruisabout will appeal to those whose needs are for a boat designed especially for fishing, day

MOTOR BOAT SHOW

The 50-foot Speedway mahogany cruiser exhibited by the Consolidated Shipbuilding Corp. Her speed is 19 miles under average conditions.

MOTOR BOAT SHOW

cruising, runabout or for general utility service. This model has a small cuddy cabin with toilet, lavatory and lockers. The remainder of the boat is a cockpit 15 feet long with a seat over the motor box and one athwartship at the stern. There is an unusual amount of space for wicker or steamer chairs for a large party.

All models may be powered with motors from 40 to 110 h.p., which drive the Cruisabouts at speeds from 12 to 18 miles an hour. Gray six- and eight-cylinder models are standard. Other motors are furnished at the option of the purchaser.

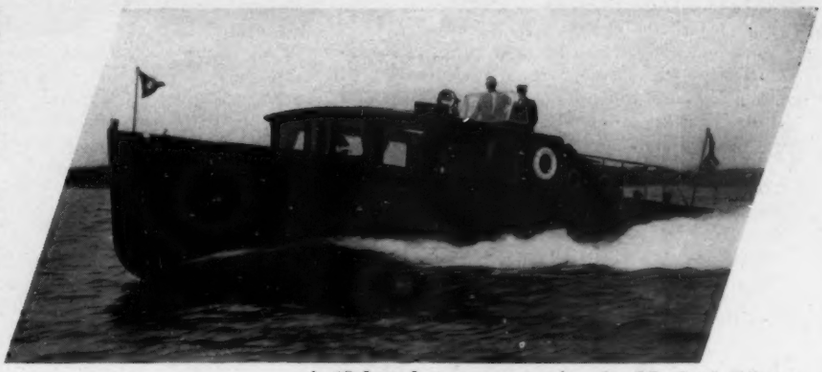
The Master and Day models are available at $3,585, and the Fore and Aft Cabin model at $3,985.

Maybach Cruisers and Motors

The Maybach Motor Co., of New York City, builders of high-grade fast cruisers and commuters, and American agents for the Maybach-Zeppelin motors, have an interesting exhibit of three of these famous engines, together with plans, specifications and photographs of many of the fast yachts they have delivered to American owners during the past year.

The engines in the exhibit at the Palace consist of a 110 h.p. gasoline motor, a large 550–600 h.p. 12-cylinder machine, also using gasoline for fuel, and one of the 150 h.p. light weight, high-speed Diesels. The most noteworthy development in these engines has been the raising of the horsepower of the 12-cylinder from 480 to 550 h.p. for cruising. The peak horsepower is now 600 h.p. at 1,600 r.p.m. at sea level. The performance of this engine in the *Graf Zeppelin* speaks for its quality. A test engine which was installed in power car No. 3 of the *Graf Zeppelin*, the starboard after engine car, operated for a total of 500 h.p. under full load on the test stand, with over 100 hours in the power car under gaseous fuel tests, and then made the trip to America and back again, besides other trips in Germany. This gave a total operating time of more than 700 hours, of which 500 hours were at full load. No repairs, whatsoever, or overhauls have been made on this engine as yet.

During the year the firm has put out many 50- and 55-foot fast boats, each powered with two 110 h.p. motors, and these models have proved very popular. All these models are of similar type. Among the other boats delivered by the firm last year, of which photographs will be shown, are the following: The *Kumbimi*, a 41-foot express commuter with two 110 h.p. Maybach reduction gear motors, which makes a speed of better than 30 miles per hour. She is a very smart boat and was built for Mr. Ernst Mahler, of Neenah, Wis. The *Chicago III*, a 45-foot express cruiser, also powered with two 110 h.p. motors, makes the extraordinary speed of better than 27 m.p.h. The boat is especially interesting, as she has all the earmarks of a large commuting boat, but with all the economies of small engines. She burns a maximum of 14 gallons of gasoline at full speed per hour. The *Dorica* is 47′ x 11′ x 3′. She is powered with one 550 h.p. 12-cylinder Maybach motor of the same type that powered the *Graf Zeppelin*. She is owned by Charles N. Edge, of Rye, N. Y., who uses the boat for commuting to New York and for runs on the Sound. The hull is built on a new type combined V and round bottom, the forward cross section being concaved.



A 47-foot fast commuter by the Maybach Motor Co., with a large cabin and forward and after cockpits.

The new Richardson Fore-and-Aft Cabin Cruisabout, 28 feet long, offers unusual accommodations for her length.

Another express commuter by Maybach Motor Co., 41 feet long, which "gets there" at better than 30 miles per hour.

Hacker-Craft

On display in Sections K and L are five Hacker-Craft runabouts for 1929, designed and built by the Hacker Boat Co., of Mt. Clemens, Mich. A number of improvements and refinements made since last year give these well-known craft more commodious compartments, greater speed, sturdier construction and increased seaworthiness. The line of power plants in Hacker-Craft are a guarantee of both speed and reliability.

The models on exhibition are the new 30-foot Dolphin Custom Sport Speedster, and the 29-foot Dolphin Deluxe sedan, both equipped with 200 h.p. Sterlings, and giving maximum speeds of 41 and 37 miles per hour, respectively; the 26-foot Dolphin, equipped with a 200 h.p. Kermath, which gives a speed of 40 miles in the sedan model and 42 miles in the open model; and the 24-foot Dolphin, in both sedan and open models, equipped with a Gray Special Straight Eight, which gives 33 miles in the former and 35 in the latter. All Hacker boats are of ultra-modern design, luxuriously appointed and tastefully finished.

John L. Hacker, H. P. Hellmuth, and S. D. McCready will be in attendance.

One of the new Baby Gar "30's," a wholesome mahogany speed boat at a popular price.

A luxurious express "commuter" by Luders, which makes 30 miles an hour with comfort to those aboard.

The Hacker Dolphin Custom Sport Speedster, which makes up to 40 m.p.h. with a 200 h.p. Sterling motor.

Gar Wood Speed Boats for 1929

Gar Wood, after taking the bumps out of speed boats with the 1928 fleet of Baby Gar 40- and 50-mile runabouts, has now indicated that he is not yet satisfied with what he has done for the people who like his favorite sport of speed boating and for 1929, his boat plant, Gar Wood, Inc., will produce a goodly number of quality runabouts in three distinctive models ranging from 30 to 50 miles per hour. These boats are on exhibition at the Show.

With the objective of giving the greatest value in a wholesome mahogany speed boat at a popular cost, he has designed and is now producing a Baby Gar "30" which will sell for $2,950. This model is of the same size, hull design and construction as its predecessor, the Baby Gar 40-mile boat. It is 28′ long, 7′ 2″ beam, powered with the 6-cylinder, 120 h.p., quiet and smooth operating Chrysler marine engine, furnishing a speed of 30 to 31 miles per hour. Eleven persons can be comfortably seated in this boat, eight on the two full seats in the forward cockpit and three on the seat in the after cockpit. This model is of unusually beautiful and pleasing appearance, as are all of Gar Wood's boats.

The Model "40" Baby Gar for 1929 is practically the same as the 1928 boat, from all outward appearances. It will be furnished in either natural mahogany hull, with white waterline stripe and green bottom, or in the Black Beauty combination, optional. This boat in the open model will sell for $4500, the sedan type for $5,100, and the limousine or Sedan Deluxe for $5,350. It is 28′ long, 7′ 2″ beam, powered with a 200 h.p. 6-cylinder marine engine, capable of 40 to 42 miles per hour. This boat will also seat eleven persons, the driver's seat being carried fully across with section of the back removable, permitting easy access to the driver's seat.

The Model "50," which still is one of the world's fastest standard runabouts, is continued as a regular 1929 model. This boat, 33′ long, 7′ 2″ beam, has extremely liberal freeboard and is said to be one of the softest riding, most seaworthy fast runabouts ever produced. It is powered with a 400 h.p. 12-cylinder Gar Wood marine engine, giving a speed of 50 miles per hour, and is built of well-seasoned mahogany with a walnutized finish, giving a dark, rich, lustrous effect. The price range is from $9,800 to $11,800.

Fast Commuters and a Sailing Red Wing by Luders

The man interested in getting back and forth between his business and his country home in the most comfort and as speedily as possible, will linger at the booth of the Luders Marine Construction Co., Stamford, Conn., to study the 42-foot express day boat built by this firm. Exceedingly high grade, both in construction and finish, this boat makes one of the most complete commuters of its size to be offered. She is a craft that will appeal to the discriminating owner who desires a smart, speedy boat that will negotiate rough water as well as smooth. Always distinctive as to color scheme and finish, this year's commuter lives up to the standard set by last year's boat, which was the most talked-of boat of the Show.

The boat is piloted from an enclosed deck house or "cab" amidship, forward of which is a large mahogany cabin, handsomely furnished and extremely attractive, while forward of this is the small cockpit, which has become so popular in recent years. The Sterling engine is under a trunk cabin abaft the cab, and still further aft is a large open cockpit. Speeds up to 30 miles per hour are assured. In addition to this craft, Luders will have on display a sailboat 16 feet long, one of the famous Red Wings. This is a keel boat, decked over and with a comfortable cockpit, also very highly finished. The boat is fast, and a number of them would make an excellent one-design class. At the Luders booth is also a model of the new 105-foot, 25-mile express cruiser the firm is building for Commodore Robert Law, of the Indian Harbor Yacht Club.

It was in a boat built by this firm, the *Zapala*, owned by Howard E. Coffin, that President Coolidge spent much of his time during his recent vacation and hunting trip among the islands off the Georgia coast.

Chenevert Cruisers

The Corsair Cruiser and Cruisader are exhibited by Chenevert & Co., of Detroit, in spaces A 4 and 5 on the main floor. These are two distinctive small craft, designed by Eldredge-McInnis, that combine style, comfort and seaworthiness.

MOTOR BOAT SHOW

MOTOR BOAT SHOW

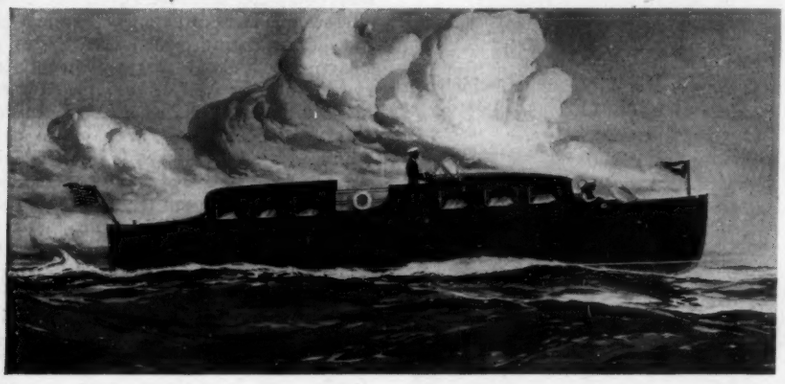
Many New Chris-Craft Runabouts and a Fast Cruiser

At the Chris-Craft exhibit, occupying the whole of space E on the main floor, six fine examples of the work of this firm are to be seen. The models shown are as follows:

No. 1, 22-foot Runabout
No. 3, 24-foot Runabout
No. 5, 26-foot Runabout
No. 14, 28-foot Runabout
No. 15, 28-foot Sedan
No. 16, 38-foot Cruiser

It is beyond the possibilities of pen and type to give the reader an adequate conception of the beauty and completeness of the 1929 Chris-Craft line, which includes sixteen models in all, ranging in length from 22 to 38 feet; in speed from 30 to 45 miles an hour; in horsepower from 82 to 200; in seating capacity from 8 to 22; and in price from $2,235 to $15,000. A Chris-Craft will be found to suit the preference of every boating enthusiast who wants a fast boat.

There are open cockpit boats, with or without collapsible tops; fast runabouts for the thrill-loving sportsman; all-weather sedans, snug and comfortable even as late as the duck shooting season; a 30-foot custom commuter for the business executive, banker or broker who wishes to commute between his water-side home and office; and, newest of all, a 38-foot, 30-mile-an-hour, V-bottom luxury cruiser which provides living, sleeping, and lounging quarters for an entire family.



Above is seen the new flagship of the Chris-Craft fleet, the 38-foot commuter with a speed of 30 miles.
Below is the 42-foot commuter designed by George Crouch, exhibited by H. W. Lyon, Inc. A double-cabin job, she is designed for 40 m.p.h.
At the bottom is to be seen the 28-foot Chris-Craft deluxe runabout, with a speed range of from 30 to 45 m.p.h. depending on the power.

Into this remarkable craft has gone 42 years of experience in fine boat building. Here is combined in one boat the qualities of a commuter, a day boat, and an express cruiser. She carries sufficient gasoline to cruise 300 miles, and meets perfectly the needs of the owner who desires maximum speed with a satisfying degree of comfort and seaworthiness. In maneuvering qualities this boat is the equal of a runabout. She takes sharp turns at full speed, banks in on the turns, and is suited to service on open water as well as inland lakes and other protected waters. The over all length of this boat is 38 feet; beam, 10 feet. The hull is of the V-bottom type with a pronounced flare forward and a decided tumble home aft, and she is built entirely of mahogany.

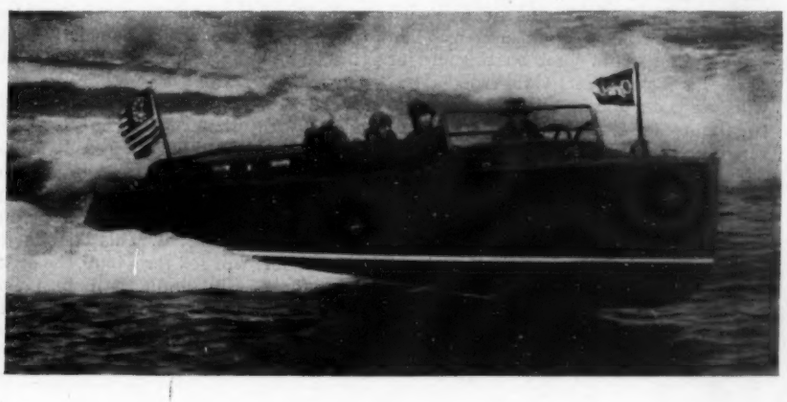
There is a large forward cockpit protected by a neatly designed windshield. A melon type top provides complete weather protection, and when not in use folds down on the forward deck just in front of the windshield. The forward cockpit is dry and comfortable at all speeds. The boat can be driven from the forward cockpit or from the bridge by a special dual control arrangement. The cabin is designed to provide comfortable sleeping quarters for four persons. There are Pullman-type combination seats and berths on each side, a galley on the port side and a linen closet and lavatory on the starboard side. Installed under the bridge deck is a 200 h.p. Chris-Craft marine motor, easily accessible through large hatches. There is a water-tight bulkhead forward and aft of the engine room compartment, and a water-tight bulkhead in the bow.

Chris-Craft designers have made numerous improvements and refinements. From their large experience in boat designing and building, Chris Smith & Sons now offer a line that will tempt any boat enthusiast or any man who wants to take his family with him on his outings. Greater strength; greater dependability; greater seaworthiness; greater riding comfort; new standards of beauty and maneuverability; smartness of line and appointment that rivet the attention of the most experienced boat critic — these, and many other features, serve to elevate the new 1929 Chris-Craft to new levels.

The new Chris-Craft motor seen in the 38-footer is an eight-cylinder, V-type, 90 degree, 200 horsepower, marine motor having a bore of 5 inches and a stroke of 5¼ inches, and a piston displacement of 865 cubic inches. It is the conception of Jay Smith and is said to embody the greatest modern development in motor boat power equipment. This motor is made in a completely new Chris-Craft marine motor plant, modern in equipment, engineering facilities, and personnel.

Sea Sleds

One of the largest, most prominent, and most interesting exhibits of small craft is that of the Sea Sled Corporation, of Mystic, Conn., where are to be seen numerous models of the justly famous Sea Sled, developed to a high state of perfection from every angle. Sea Sleds are curious craft to the uninitiated, with their square bows and inverted V-bottom



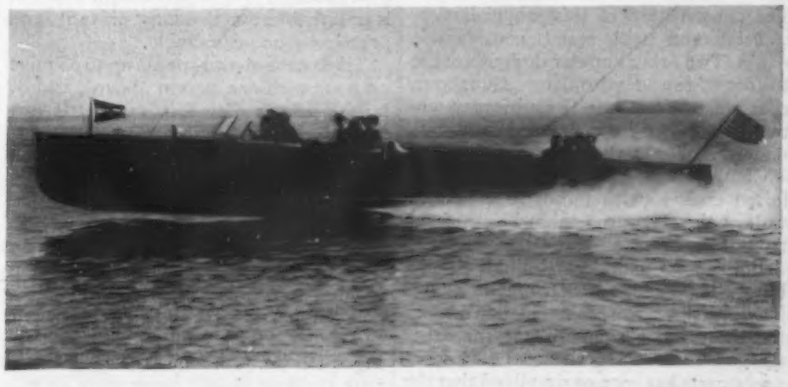
design. But to those who have followed their record of fine performances, they are known as remarkably fine craft when it comes down to speed, stability, dryness and remarkable ability safely to cope with the roughest weather conditions. In materials, construction, equipment and finish, they leave nothing to be desired, all the hulls being beautiful creations of mahogany, carefully matched and finished bright, with mahogany trim and beautiful and durable upholstery and fittings.

Running in size from the big 28-footers down to the little 13-foot outboard hulls, they vary in type from open runabout to closed cruiser. One of the standard models shown is known as Model 22, 22 feet long and 5 feet 10½ inches beam, which carries six passengers along at a 30-mile an hour clip when equipped with a 120 h.p. motor. The fastest of the bunch is the 26-foot runabout, which is good for all of 42 miles an hour with a Kermath motor developing 200 h.p. The Sedan model, a 28-footer, does 38 miles an hour with a 200 h.p. Hall Scott motor, and the 28-foot runabout knocks out 40 miles an hour, also being equipped with a Hall Scott.

One of the most interesting models in the group is called a Cruiser Runabout — an outboard-powered 20-footer which will sleep two people and which has a toilet and a galley. This little craft will trot along at between 18 and 25 miles an hour, according to the motor installed, while the same hull, equipped as an outboard runabout, will do 5 m.p.h. better.

The fastest of the Sea Sled outboard hulls is a 16-footer which is built to take a Class C, D or E motor, and which will get up to around a 33-mile clip when pushed. In addition, the outboard models, like their bigger sisters, will "do their stuff" in the roughest kind of weather, and do it in perfect safety and with unexpected comfort.

The Sea Sled runabouts (above) are justly famous for their speed and seaworthiness in rough water and hard going. The Sea-Lyon "60" (below), a 36-foot step hydroplane type capable of 60 miles plus, and with large seating capacity. At the bottom is a new model Sea Sled cruiser runabout 20 feet long and outboard powered.



Sea-Lyon Runabouts and Commuters

A new exhibitor at the Show this year is Howard W. Lyon, Inc., New York, who is bringing out a number of high-speed runabouts and commuting craft of quality manufactured by the Lyon-Tuttle Corporation, of City Island. Although Howard Lyon is exhibiting under his own name for the first time, he will be remembered by many of those visiting the Palace as distributor of both Hacker-Craft and Gar Wood boats at previous shows.

This Corporation is showing several models of their quality line of fine boats called by the trade name of Sea-Lyon. These five craft range in size from a 24-foot runabout up to a 42-foot cabin commuter which will have a speed of 40 m.p.h., making it one of the fastest boats of this particular type on the market. The commuter is the design of George Crouch, which in itself is a guarantee of speed and efficiency. The runabouts are from the board of that well-known designer of fast craft, Purdy.

The 24-footer, the smallest of the lot, is a handsome craft of the V-bottom displacement type, that will do 35 m.p.h. with a 120 h.p. Chrysler motor. It is a full mahogany job with nickel silver finish, and sells at $2,975.

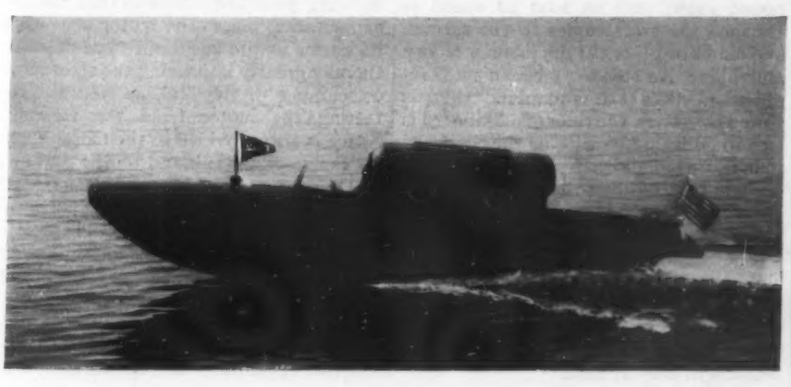
The next boat in point of size is the Sea-Lyon "40," 28 feet long, and making 40 m.p.h. with a 200 h.p. Kermath. This is also a V-bottom displacement type hull, with cockpits forward and aft. It is priced at $4,650.

Then comes a 30-footer, known as the Sea-Lyon "45" because it is designed and powered for a speed of 45 m.p.h., using a 200 h.p. Sterling Petrel motor. This is a very "classy" job and sells for $5,750.

If one must have real speed, and is not content with a mere 45 miles, he will find it in the Sea-Lyon "60," a 36-foot hydroplane type hull that will do 60 miles per — and a trifle over. The regular engine equipment for this flyer is a Lyon-Tuttle Liberty, developing 425 h.p. The price, thus equipped, is $12,500. An optional power plant with this job is a Wright Typhoon motor, with which the outfit brings $27,500. Both in appearance and performance, this is a wonderful boat, with speed in every inch of her length.

The Sea-Lyon Commuter, a 42-foot boat, is a snappy double-cabin job, with control from a bridge deck amidships, and a luxurious forward cockpit up in the eyes of the boat. There is also an after cockpit. The beam is generous, 9 feet, 9 inches, and the speed, with two Sterling Petrel motors, is 40 m.p.h. — which is some stepping. It does beat all how anxious some people are to get to work each day. The price, reasonable for this class of work and speed, is $25,000. There are two sleeping cabins accommodating six people in this boat, galley, lavatories, and all conveniences.

These boats are all manufactured at the City Island plant of the Lyon-



MOTOR BOAT SHOW

MOTOR BOAT SHOW

The Brooks-B-Stepper is seen at the left. She is designed for Class B and C outboards. In the center is the Dee-Wite outboard runabout, 16 feet long, an ideal runabout and family boat.

Tuttle Corporation, which has recently been developed into one of the most up-to-date stock boat building shops in the country, with excellent service and storage facilities which allow this Corporation to give personal supervision to the yachts of its clients.

Brooks Boats

Several popular models of the large family of Brooks boats, of which there are some 55 designs, are to be seen at the Show. For extreme racing with Class B and C outboards there is the Brooks-B-Stepper, and for Class C and D, the Brooks-C-Stepper. These two models are lightly built and for racing mostly. The Giant Stepper, which is a combination speed boat and runabout, is suitable for Class C, D and E motors, and has a beam of 60 inches. In runabouts, there is the Baby Buzz model, capable of carrying as many as six passengers with comfort and safety, and still maintaining high speeds. The construction of this model is substantial and will stand considerable strain. Two other popular designs are the 18-foot Step Hydroplane Runabout, adapted to the Class D and larger motors, the motor being located in a well, under hatches at the stern, and Peggy, a 20-foot, 7-foot beam, round bottom, outboard cruiser, with motor located in a well at the stern, the cabin being of the trunk type.

For those who desire to build their own boats, The Brooks Boat Company, Saginaw, Mich., furnishes knock-down parts for these models, as well as for other designs. The construction of these knock-down parts has been so simplified that the amateur boat builder should have no difficulty in turning out a first-class job, and do so at a great saving.

Kennebec Outboard Craft

The Kennebec Canoe Co., of Waterville, Maine, have a nice exhibit of five craft of different types, all for use with outboard motors. The leader of their line is the Runabout Deluxe, a 16-footer with cedar planking, mahogany decks, rails and coamings, and copper and brass fastenings. Seats and seat backs are upholstered, and equipment includes running lights, reserve gasoline tank with Autopulse feed, etc. The Runabout is the same craft, minus steerer, gas tank, etc. The Comet, a hydroplane 14 feet long, has the same construction and materials as the Runabout.

The Ken-Go is a 12-foot step plane with the new Kennebec "floating step," capable of a good 37 miles an hour. The Joy Boy is a large, roomy, seaworthy round bottom canoe, with square stern and invisible sponson. Kennebec products have long been known for their all-round excellence, and the craft in the present exhibit live up to this reputation in every way.

Baby Steelcraft

Of the numerous outboard hulls at the Show, the Baby Steelcraft is one of the most interesting. Built by the American Steel Boat Corporation, of Boston, this little 12-footer is made of rust-resisting Toncan metal, with electrically welded seams and no frames whatever, this method of building being made possible by a patented arch construction. The hull is unsinkable, due to a large air tank, and practically non-capsizable.

Trials have shown speeds up to 35 miles an hour with one person aboard, and 30 miles an hour with four people. It performs in a remarkably fine manner in rough water, having the ability to smash through rough seas with practically no diminution of speed and with perfect safety and dryness. The bottom is of double concave type, which is said not only to give the hull remarkable stability, but to enable the boat to ride along on a cushion of water and air held between the chines, giving unusually smooth riding qualities. The construction is such that the boat should never warp or leak.

The Skiboard, A Self-Propelled Aquaplane

For those who are looking for aquatic thrills, the Skiboard, shown by the Skiboard Corporation, of Brooklyn, will supply the means. This craft is a self-propelled aquaplane or surf board that can be driven by any outboard motor. With a Class B motor it makes about 30 miles, but it is not intended as a speed craft, but rather as an aquaplane. When at rest it has enough buoyancy to support a 300-pound rider, and as soon as speed is attained the craft comes to the surface and skims or planes in the manner of any aquaplane. No steering mechanism is required. Unlike the aquaplane that is towed by a boat, the rider of a Skiboard is free to go where he will, as the Skiboard quickly responds to merely leaning the body in the direction that it is desired to turn. A sense of freedom is thus attained that is lacking in the towed aquaplane.

The Skiboard is claimed to be non-sinkable, non-collapsible and, when speed is attained, practically non-capsizable. It will negotiate rough water. Should the rider fall off provision is made so that the board will stop at once.

Here is the non-sinkable Baby Steelcraft carrying four passengers, and capable of 30 m.p.h.

The Dee Wite Outboard Runabout

An outboard interesting in design and construction is the Dee Wite, a product of the Dwight Lumber Co., of Detroit. This new boat is described as more of a runabout than an outboard, both by reason of its appearance and its performance. The Dee Wite is 16 feet long and has lines closely patterned after those of a runabout. Its beam is 54 inches. The unusually high freeboard, coupled with the wide flare forward, makes it a dry, comfortable, family type boat suited to all-round service, rather than for speed and thrills alone. Despite this fact, however, speed has not been sacrificed. It is possible to get speeds up to 30 miles per hour, depending upon motor equipment.

The boat is designed to permit the use of any of the standard outboard motors. A departure in boat construction is evidenced in the feature providing for the mounting of the motor inboard, entirely concealed from view, instead of outboard, as is common practice with other craft utilizing outboard motors. This method of mounting places the motor beneath a hatch, as in the runabout type of boat, thereby greatly improving the streamline appearance of the hull, as well as protecting the motor from the weather. Space is also provided in the motor cockpit for gasoline tank and tools.

The fact that the Dee Wite has a seating capacity for eight makes it an ideal boat for general family use. There is a large locker, protected by lock, beneath the forward deck which provides ample storage space for hunting, camping, and fishing supplies, or for picnic necessities.

Many other qualities add to the distinctive appearance and seaworthiness of

MOTOR BOAT SHOW

At the right is the Mullins 15-foot Steel King Deluxe outboard runabout. The Kennebec "Ken-Go" (center) is a 12-foot step plane, a racing outboard.

The Penn Yan Deluxe Buzz, with a Class C motor, is a 16-footer good for 25 m.p.h.

this outboard runabout, such as remote steering control afforded by automobile type steering wheel in forward cockpit, anchor and cable, running lights, lifting rings, automatic self-bailer, and metal fenders. Because of the lifting rings, which permit the boat to be raised or lowered on davits, and because of the staunch, seaworthy qualities of the boat, it is ideally suited to service as a yacht tender or owner's boat.

Mullins Steel Outboard Launches

Prominent in the exhibit of the Mullins Manufacturing Co., makers of steel boats, are two 15-foot outboard launches, the Mullins Steel King and the Mullins Steel King Deluxe. These models have been developed with the idea of adequately meeting the demands placed upon outboard boats by the rapid development of outboard motors. Powered with the largest Class C and D motors, these outboard launches have given excellent demonstrations of their ability under diverse conditions.

The hulls are of 18-and 20-gauge Armco Ingot Iron. Deeper bottom corrugations, with triple inside keels and triple strength oak bottom frames, insure a hull that will withstand the most exacting demands and that will easily accommodate motors of 50 per cent greater size and power than the present Class C and D motors.

The hulls of these models are similar. The Deluxe model, however, is equipped with deck visor and has mahogany coaming and upholstered cushions and lazybacks on the center cross seats. It also has a five-gallon gasoline tank, battery and tool box, motor drip pan, and 6-inch aluminum walking board on deck.

The design and finish of these new Mullins models gives them the appearance and style of inboard runabouts. A dry, seaworthy boat is assured by the wide sweeping bow flare.

Laconia Outboard Boats

Two handsome models, the Sportster and the Speedster, are exhibited by the Laconia Car Co., and are finely built and finished outboard craft suitable for all-round outboard use. The speedster is a 12-footer, and the Sportster a 16-footer. Both are well-developed designs, and the construction is of the soundest. All planking is mahogany. The bottoms are double planked, with cloth, set in white lead, between layers, insuring watertightness. Sides are batten-seam construction, and varnished. Decks are shiplapped and supported by strong carlins. All fastenings are of brass. Both models are splendidly appointed and equipped, and are a strictly high-class job in every way.

Universal Watercraft, Inc.

The outboard motors of the Caille Motor Co., Detroit, and the line of Baby Whale boats manufactured by D. N. Kelly & Son, Fairhaven, Mass., will form the exhibit of Universal Watercraft, Inc., New York City, distributors of these products.

The Baby Whale boats are a new line of combination family and speed skiffs, in various lengths, and one completely equipped family runabout. These boats have made an enviable showing this year, hanging up many records.

A full line of Caille outboard motors, including family and racing types in Classes A, B and C, are shown.

Bruno Beckhard Shows Varied Assortment of Outboards

For his booth at the Palace, Bruno Beckhard, of the Outboard Motor Headquarters, Flushing, N. Y., has, as usual, collected an interesting assortment of runabouts and outboards produced by various manufacturers.

Here are to be seen the Helma, an all-weather runabout, 15 feet long, designed and built by Ottesen & Ottesen; two boats by the Lyman Boat Works, of Sandusky, Ohio, an 11-foot high-speed tender, in natural finish, and a 15-foot sea skiff; a 9-foot tender and a 16-foot runabout produced by Dan Kidney & Sons, West DePere, Wis.; a 12-foot runabout designed for two passengers, and a 15-foot runabout accommodating four passengers, built by the Gas Engine & Boat Corporation, Norfolk, Va.

Penn Yan Boats

The Penn Yan Boat Company is exhibiting a comprehensive line of advanced outboard motor boats in Block O, Mezzanine Floor, the same space as occupied last year. Among the new models the Aristocrat, a deluxe six-passenger runabout for C, D and E Class motors, is of particular interest, being 17½ feet long and well able to walk off with a heavy load at high speed. Then there is the Deluxe Buzz, a 16-footer good for 25 miles an hour with a Class C motor. The Super Buzz model is an excellent family runabout, carrying five people comfortably at fine speed.

The new racing models offer numerous improvements in design, as well as the special Penn Yan composite construction, which insures a permanently light and fast hull. The Ceestepper is a real rough water performer, for motors of the highest power, and is 14 feet long and good for a 39-mile clip. Marathoner, as its name suggests, is a hull designed for long distance racing, is 14 feet long and weighs 155 pounds, and is equipped with driving seat, steering gear, electric gasoline feed, and forward cockpit.

In addition are the new 10-foot sailing dink, the new 7-foot junior dinghy, and the 11-foot motor dinghy for Class B and C motors, the last named an unusual craft which tears along at 25 miles an hour or better.

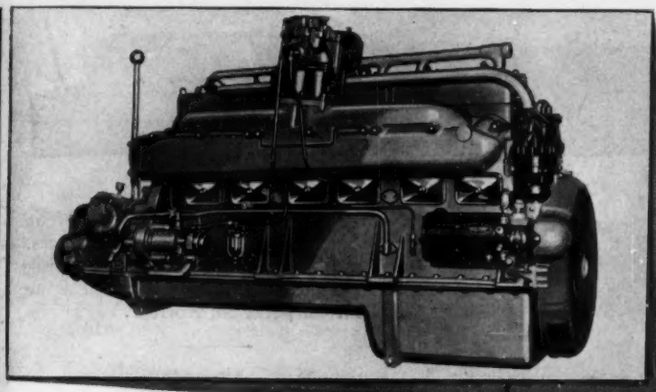
Mr. Charles Herman, President of the Penn Yan Company, is in personal charge of the exhibit.

Thompson Outboard Boats In Many Models

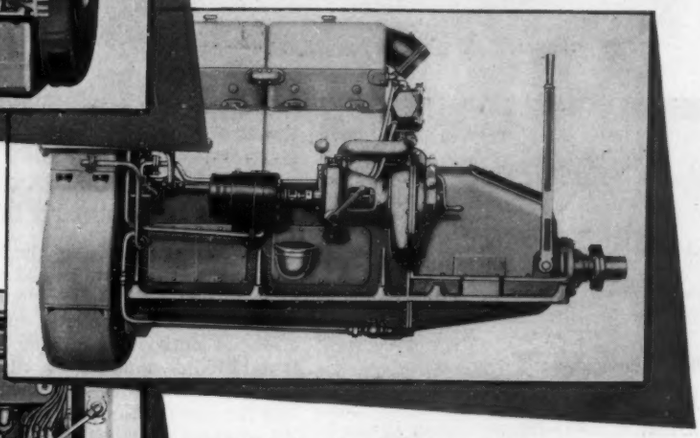
Several models of Thompson boats, all of the outboard variety, are exhibited by Armstrong & Galbraith, Inc., of New York City. They are not of the strictly racing type, being strongly built hulls of modified V-bottom design, with wide, flat sterns, and are unusually seaworthy for their type, besides having remarkable maneuvering qualities. So strong and stable are they that even the smaller models are perfectly capable of using the higher powered motors developed recently. The models shown range in size from 14 to 18 feet in length, and are equipped as runabouts, speedsters, and fishing boats. The stem, stern, ribs and keel are of white oak, and planking of cedar, compressed seam strips, screw fastened. Interiors are finished bright, and exteriors a sea green color.

MOTOR BOAT SHOW

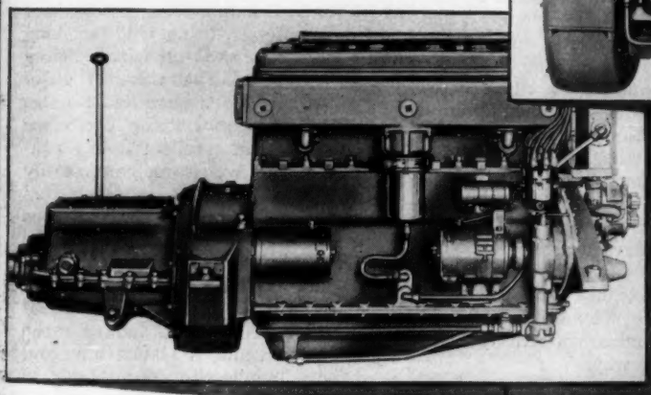
Some of the Interesting New Motors Seen at the Motor Boat Show



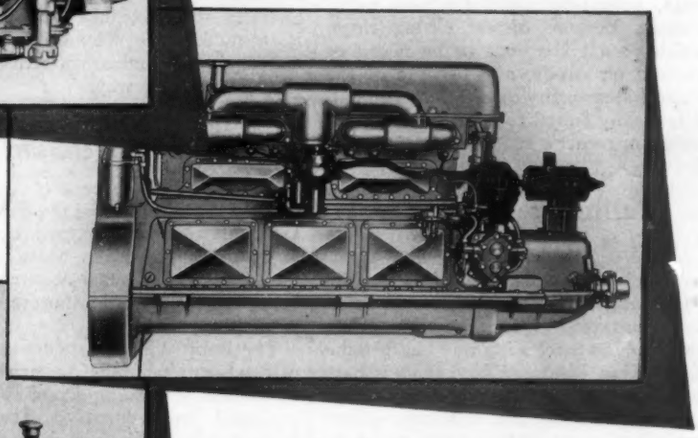
The new model 202 Scripps 6-cylinder motor, equipped with down draft carburetor.



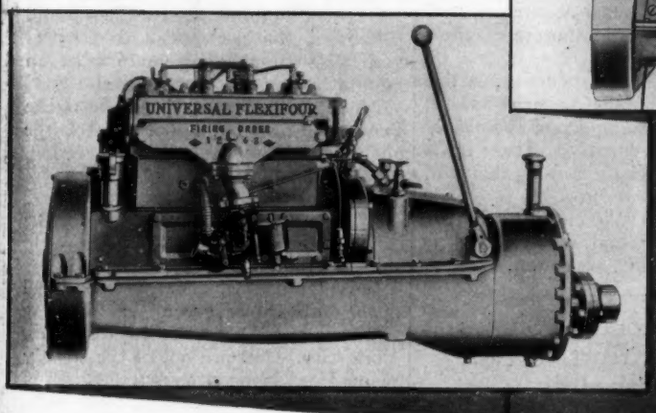
The 4-cylinder Buda light weight, high speed Marine Diesel motor, developing 100 h.p. at 1000 r.p.m.



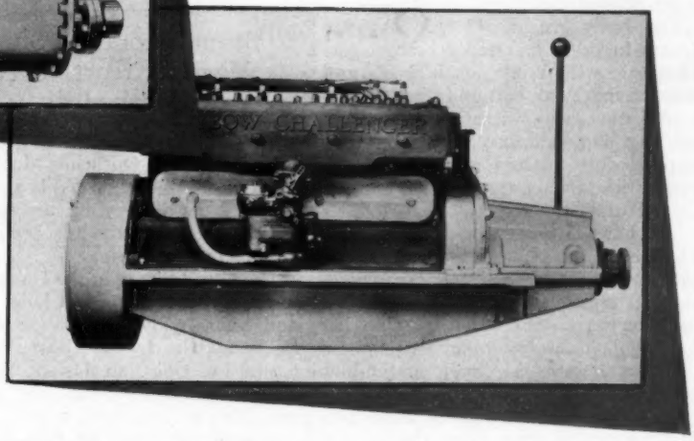
The new Buffalo-Knight 6-cylinder, 80 h.p. sleeve-valve motor, exhibited for the first time at the Show.



The new 6-cylinder Kermath valve-in-head motor, which embodies many new features and delivers 200 h.p.



The Universal Flexifour reduction drive motor. The horsepower has been increased without adding to displacement.



The Faybow Challenger, a new 6-cylinder model of 25–60 h.p., with 214.7 piston displacement.

Some New Scripps Motors

Scripps motors in many sizes are to be seen at Booth N on the mezzanine floor. Six new models embodying advanced engineering principles and features have been added to the 1929 line. These new models to make their début are: Nos. 160, 162, 170, 172, 202.

The down draft carburetor, making possible the ultimate in carburetion, will be featured, in addition to new equipment, such as the gasoline pump, oil cooler, purolator, and reverse gear.

The following models will be exhibited: One Model F-4, 25–40 h.p., one Model F-6, single carburetor, 50 h.p., one Model F-6, Junior Gold Cup Type, 100 h.p., one Model 160, 6-cylinder, 125 h.p., one Model 172, 6-cylinder, 175 h.p., one Model 202, 6-cylinder, 200 h.p.

The two latter motors attain their rating at 2,200 r.p.m.

The display also includes a sectional reverse gear of the new type, showing the actual functioning of the gear. On a display board is shown the new Barlow rotary gasoline pump that has met with great success in the aviation field and which will be a feature of the new Scripps engines. Exhibit boards also show parts that make up various assemblies.

A New Knight-Type Marine Engine

Backed by the prestige of a company which has been a pioneer in marine engine building, a new Knight-type engine has just taken its place in the motor boat field and is seen for the first time at the show. This new engine is offered by the Buffalo Gasolene Motor Co., and added to this firm's knowledge of marine engine requirements are the resources and experience of the Willys-Overland Co., pioneer builders of Knight-type motors. The new motor is called the Buffalo-Knight.

One of these models is a 6-cylinder engine with 3⅜" bore and 4¾" stroke, developing 80 h.p. at 2,400 r.p.m. It is capable of operating up to 3,000 r.p.m. and gives continuous service over a wide range of speed. It has all the advantages of Knight design. In the double sleeve motor the incoming and exhaust gases move in and out of the combustion chamber through two ports on each side of the double sleeve. The sleeves are placed one inside the other — the inner sleeve forming the walls of the combustion chamber. Another small Knight-type engine being introduced at the National Motor Boat Show is a 6-cylinder, 2⅝" bore by 4 7/16" stroke rated at 60 h.p.

Other engines in the poppet-valve type are on display.

Several New Model Universals

Those interested in marine motors find an unusually interesting exhibit in the space occupied by the Universal Motor Company, of Oshkosh, Wis. Here is exhibited, for the first time, an eight-cylinder 110 h.p. marine motor designed and built expressly for fast boats. There is a straight eight model using a 9-bearing crank shaft and cam shaft. Extremely light weight, so essential to fast runabouts, has been accomplished by the use of non-corrosive aluminum for the crank case, oil base, reverse gear cover, flywheel cover, and oil tank. The eight-cylinder direct drive motor is especially adaptable for fast runabouts and small fast cruisers. For cruisers requiring large propellers, the Universal silent reduction gear is built into this model and is supplied in reduction ratios of either 2¾ to 1, or 1¾ to 1.

The Universal six-cylinder motor, exhibited for the first time last year, has all the features embodied in the new "Straight Eight." It also will be furnished with the built-in silent reduction drive. The Universal Super-four is continued in the same models that have been exhibited in the past.

The popular Universal Flexifour for 1929 shows many refinements and improvements which have been incorporated during the year. The appearance of the motor has been improved by carrying the oil base clear through, giving it the same general appearance as the Universal six- and eight-cylinder models. The horsepower has been increased without adding to the displacement.

A New Kermath Valve-in-Head Motor

The latest achievement of the Kermath Manufacturing Co., of Detroit, known for many years as the makers of up-to-date marine power plants which have earned their popularity through their great reliability, is a new six-cylinder valve-in-head motor of 200 h.p., exhibited for the first time at the Show. There are many new features in this motor that make it one of the outstanding new models to be seen this year. The bore and stroke of this model is 5" x 5¾", with a cubic displacement of 678 inches. It is similar in design and appearance to the widely used 150-h.p. Kermath, but is slightly larger to provide the additional power. It has the new type dual intake manifolds, a single large carburetor in place of the previous dual installation, a motor-driven gasoline pump, oil pump and Delco distributor head.

The new oil filter is uniquely constructed to secure ideal filtration of oil without retarding flow. The three cylinders in the chamber are made up of thin discs through which the oil passes under pressure. This method removes the finest residue to be found in engine oil, leaving a purified lubricant. The adoption of a mechanically operated gasoline pump will do away with the need for installing special pumps as has been the practice heretofore. Being mechanically and not electrically operated, it is trouble-proof and insures maximum fuel flow at all engine revolutions, providing perfect carburetion and sustained motor revolutions at all engine speeds.

This new motor is built in two models, one adapted to cruisers, and the other for light fast cruisers and runabouts. Its normal speed to develop 200 h.p. is 2,200 r.p.m. Such prominent boat building companies as Banfield Sea Skiff Works, Hacker Boat Company, The Matthews Company, Chris Smith & Sons Boat Company, A. G. Liggett & Son, Chenevert & Company, Gar Wood, Inc., and others, are planning to standardize on the Kermath "200" for their 1929 boat building programs.

In addition to this interesting motor, the Kermath Company shows many models of its full line of gasoline engines for powering every type of pleasure craft.

Two New Buda Motors

Four motors are shown by the Buda Co., of Harvey, Ill., three of them being gasoline motors — one a new reduction gear job — and a new light weight Diesel. The gasoline models are the BMA-6, of 85 h.p.; the GMF-6, of 130 h.p.; the new GMFR, reduction gear motor of 130 h.p. The Diesel is known as the MAN.

The GMFR-6 motor is of the latest design and construction, using full force feed lubrication to all main and connecting rod bearings. Oil is cooled in a cooler before delivery to the bearings. The reduction gear is a husky one with herringbone gears, with water cooled gear housing. Reverse gear and reduction gear are built into one unit, and this is fitted to the motor as one complete assembly. A year's test in a cruiser showed this reduction gear to run quietly, smoothly and free from any trouble.

The new Diesel is a light-weight machine of 4 cylinders, developing 100 h.p. at 1,000 r.p.m. It is a 4-stroke engine, with airless fuel injection, full Diesel force feed lubrication, with electric starter and generator. It combines the features of light weight with simplicity of operation, low operating costs, greater cruising range and reduction of the fire hazard.

New Fay & Bowen Models

The most recent development in the motor line by one of the pioneer marine engine manufacturers, Fay & Bowen, of Geneva, New York, is a new model called the Challenger, one of which is seen at the Motor Boat Show. This new model is 3⅜" bore x 4" stroke, with a piston displacement of 214.7" in its six cylinders, the h.p. range being from 25 at 1,000 r.p.m. to 60 at 2,800 r.p.m. The feature of this new model is a responsiveness to the throttle that is truly amazing, from idling speed to full load being but a matter of seconds, and it does it so easily, smoothly and without fuss that one cannot but marvel at the engineering genius that produced it. It has all the super-refinements of up-to-date motor manufacture. It comes in both aluminum base and iron base. Two additional sizes, a 75-h.p. engine called the Defender and a 100-h.p. engine named the Conqueror, are shown, both being identical in design with the Challenger.

As representative of the line of fast runabouts which this company manufactures, there is shown a 21-foot V-bottom runabout with a speed of 30 to 40 miles, depending on engine equipment. Also exhibited is a Middy model, a famous Static hydroplane, which made excellent records in contests last summer, and a new hydroplane called the Baby Static, weighing but 85 lbs. and capable of 40 miles an hour.

MOTOR BOAT SHOW

MOTOR BOAT SHOW

Evinrude's 20th Anniversary Models

Increased speed, greater horsepower, larger production, still greater reliability appears to be the Evinrude story for 1929, a fitting program for Evinrude's twentieth anniversary year. Many refinements in every twin model in the line have been created by the Evinrude engineering staff, now augmented by the Briggs & Stratton Corporation.

Full ball and roller bearing equipment in the power heads of the Speeditwin and Fastwin, and complete ball and roller bearing equipped gear housing in Speeditwin, Fastwin, Fleetwin and Sportwin, the sensation of 1928 in outboard racing circles, are retained.

To mention some of the new features, one of the outstanding developments is the new Torpedo streamline gear housing on the Class C Speeditwin, and Class B Fastwin models, now rated at 20 h.p. and 14 h.p. respectively, increases of 4 h.p. and 2 h.p. over last year. By adapting the latest knowledge developed by the foremost authorities on marine and aeronautical streamlining to their own experience, Evinrude engineers have produced a lower weight center for those high-powered models that has, without any other changes, increased the speed 3 to 4 miles per hour. Outside of the speed increase, this lower weight center gives the boat greater stability and seaworthiness, so desirable for the 45 mile per hour speed looked for during the coming season.

One is tempted to ask where the increased horsepower comes from. The sizes are not increased, bore and stroke remain the same as in 1928. Yet the motors have what the racing driver's vernacular entitles "more guts." The answer is though greater refinement in the smaller reciprocating parts of the engine, in the parts through which the gases flow, in the cylinder, piston and connecting rod, through better heat dissipation, all apparently minor items but the sum total of which brings the increased speeds and horsepowers so craved by the racing man.

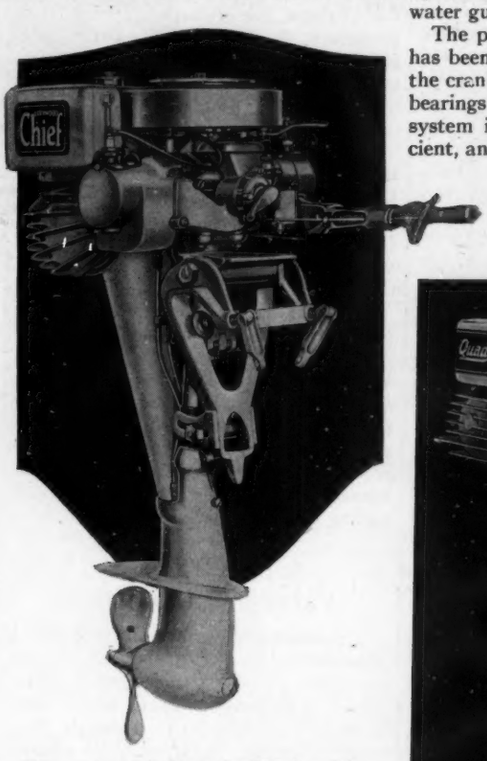
For easy starting last year's Evinrudes established a reputation. But the Evinrude engineers state that the 1929 models will start more easily than any Evinrude has started before. Through refined machining the air gap between the magnet and the armature is decreased 50 per cent, resulting in a fat starting spark at a cranking speed of 50 r.p.m. slower than was possible before.

Another desired feature — a waterproof magneto — appears at last about to become a reality. Tests of the Evinrude 1929 magneto have shown it to be unaffected as to efficiency after three hours of submersion. After drying off the water externally, the same magneto will operate the engine. This feature will prove a boon to those in salty, moist climates, where ignition has been the chief drawback in marine engines.

A review of the past season's outboard racing activities shows that Evinrude was out in front a great percentage of the time, taking many first places.

Lockwood Outboards

Outboard followers will find much to enthuse over in the exhibit of Lockwood outboards shown by the Lockwood Motor Co., of Jackson, Mich. There are three models on display — the Lockwood Ace, continued from last year practically unchanged; the Lockwood Chief, quieter, more powerful, with many 1929 improvements; and the Lockwood Racing Chief, a racing edition of the Chief, from which some startling speed may be expected in Class B competition during the 1929 season.



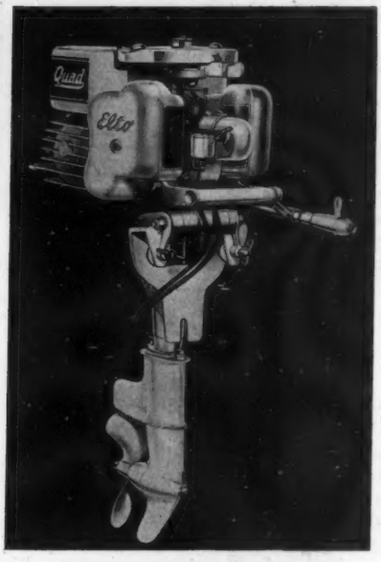
The new Lockwood Chief with under water exhaust.

The Ace is a Class A motor of 13.85 cu. in. piston displacement, weighs 50 lbs., and develops 7 h.p. at 4,200 r.p.m. It is a highly refined unit, in which is incorporated that happy balance of power and speed with strength, light weight, easy starting and control, which make a motor do those things which the water enthusiast wants. Ignitition is by Eisemann magneto. Pistons are aluminum alloy, connecting rods bronze. Equipped with the famous Lockwood Pilot, or self-steerer, which eliminates constant vigilance at the tiller. A patented pumpless water circulating system is used. Efficient utilization of streamlining, the right gear ratio, and other factors, has made the Ace the record holder in Class A.

As fine a motor as was the Lockwood Chief last year, the new Lockwood Chief is even better. A Class B motor, it holds nearly all the Class B records. Through new features and refinements, it now develops 14 per cent more power, with muffler attached, and by means of a combination of muffler and under water exhaust system, develops just as much power with the muffler as without it. The exhaust gases expand in the muffler as before, but instead of being released into the air, are now led downward through an aluminum pipe to the top of the gear housing. Passages carry the gases to and through a hollow water guide, from which they are drawn out by the suction created at the rear of the water guide.

The previous automatic oiling system has been improved so as not only to oil the crank pin bearings, but the wrist pin bearings as well. This highly successful system is inconspicuous, decidedly efficient, and requires no more moving parts than before. The Chief now develops close to 11 h.p., and weighs 75 lbs.

The Racing Chief is a modified Chief, same bore and stroke, Class B, timed for higher revolutions, and develops 14.3 h.p. at 4,800 r.p.m. This is a racing motor for high speed performance, and is purposely made distinctive in appearance so that it will not be confused with the Chief. Two new achievements contribute largely to the great increase in power — fresh oil lubrication to main and connecting rod bearings, and dual carburetion. The Racing Chief is more expensive to build, and therefore higher in selling price. Undoubtedly it will make a name for itself during the coming season.



The new Super Elto Quad.

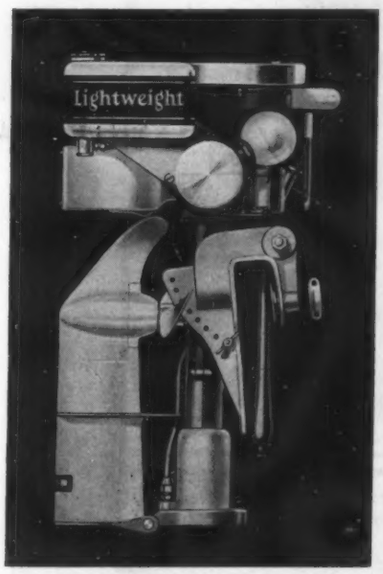
Startling New Eltos

That the genius of Ole Evinrude is still undimmed is shown by the splendid new Elto outboard models, on view for the first time at the Show. The epochal Quad has been increased in size until it now ranks in Class E, instead of Class D, as last year, and is shown in two models — the Service Quad, for all-round use, and the Hi-Speed Quad, for racing — both greatly increased in power and with many changes and refinements. Then there are two models of the Speedsters — the Service Speedster and the Hi-Speed Speedster — the former for those who want a combination of speed and utility, and the latter for those who go "all out" for speed. Then comes the real surprise of the exhi-

bit — the new Super Elto Lightweight, a 2-cylinder, 39-pound motor which folds up and stows away in a carrying case only 2 feet long and 1 foot square — a light, practical, easily handled motor for use on fishing boats, canoes, dinghies, skiffs, and the like — the most compact outboard motor yet shown to the public.

Besides the increase in piston displacement, the new Quads have a great increase in power due to new engineering refinements. Compression has been greatly increased. Piston head and cylinder head design have been improved, and an auxiliary port added to the Hi-Speed model. Cylinder heads and spark plugs are now completely water-jacketed. The Service Quad is quite similar to the Hi-Speed model, except that it does not have such high compression or other features designed to secure extremely high revolutions. The power effectiveness has been greatly increased by a 2:1 reduction gear at the propeller, said to be equivalent to a 16 per cent increase in power. The great power and efficiency of this Service Quad directs new attention to the outboard motor as a practical power plant for fairly large runabouts and cabin cruisers.

The two Quad models share in many other improvements. A single large carburetor replaces the dual units of former Quads. Cooling is now effected by a centrifugal pump keyed directly on the drive shaft. Controls are on the end of the steering handle.



The New Elto Lightweight, showing folding device.

The new Service Speedster will appeal to people who want real speed, but not racing speed. It is well suited to semi-speed hulls, sea skiffs, sea sleds and runabouts, is ruggedly strong and will deliver 20 miles an hour on displacement hulls. Rudder steering has been supplied in answer to an insistent demand.

The Hi-Speed Speedster has special high compression design firing chamber, auxiliary air port, water-jacketed spark plugs, lynite pistons and rods, bronze bearings for all but propeller shaft, which has ball bearings with auxiliary bronze bearings. Ignition on both models is Battery-Atwater Kent. Spark plugs fully protected by Bakelite shields.

The most startling feature about the new Lightweight is its remarkable compactness, and next, its 3 h.p. developed at 3,000 r.p.m. delivering its power through a reduction gear, thus making it more efficient for pushing a heavy load. A hinging device permits the lower housing to fold back against the upper housing, the propeller resting just under the muffler. A few turns on a single nut locks the lower housing into working position, or disengages it for folding. The steering handle folds for carrying or tilting. One lever controls mixture for starting or running. One lever controls speed. The stop button is located on the end of the steering handle. The motor is instantly reversible. Ignition is standard Battery-Atwater Kent, giving quarter-turn starting. A polished aluminum cover completely encases coil, wiring and spark plugs, making them weather-proof.

The Cross Radial Outboard Motor

An outboard motor which created great interest last summer, during which it made its first appearance, was the Cross Radial Outboard, one of the highest powered outboard motors yet achieved in the outboard field.

One of these engines was exhibited at the Show, where it was studied carefully by thousands of users of outboard motors. This machine is a 5-cylinder radial motor with 2½" x 3" bore and stroke, with a piston displacement of 73.35 cubic inches. It is extremely compact, has an unusually high gas efficiency, and high power due to the elimination of a number of moving parts and bearings. It has ball bearings on both sides of the connecting rod and crankshaft, and being of aluminum the weight is kept within reasonable proportions for an engine of this power.

The dimensions are 42 inches over all, diameter 21 inches, height above transom 15 inches, and the total weight is 145 lbs. Extra length propeller shafts can be furnished if desired, making it suitable for larger boats where the engine is clamped well above the water. The engine sells at $400 and is a most interesting and successful development of the outboard motor.

The Evinrude Sport Twin, rear view.

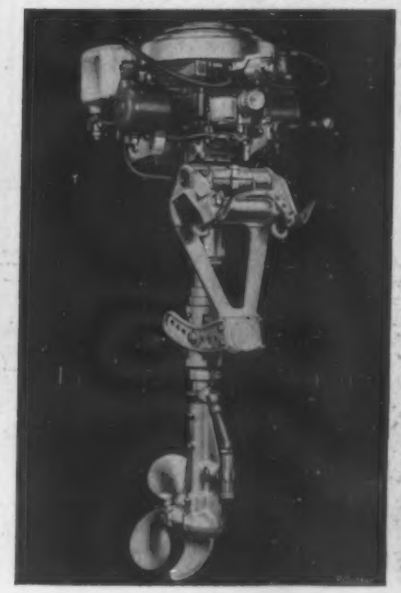
Johnson Brings Out New Sea Horse Models and an Outboard Runabout

The Johnson Motor Company is exhibiting for the first time at the New York Motor Boat Show a completed model of a new step-type outboard. This runabout is the result of the Johnson Company's long experience in the development and testing of outboard motors and hulls.

This craft, named the Super Stepper, is a 15-foot one-step hydroplane with 6′ 2″ beam. With a carrying capacity of four or five passengers in the two cockpits, she is believed to be the first boat ever designed to bring high-speed outboard motoring in perfect comfort within reach of the entire family. In tests the Super Stepper has made a speed of over 30 miles per hour, powered with the new Johnson 4-cylinder or Sea Horse 32. Due to the step feature of the design, coupled with the convex-shaped bottom sections of the hull, the boat has great lifting power and planes perfectly with a heavy load. The weight of the hull alone is 425 lbs.

According to the Johnson Motor Company's announcement of its new Sea Horse motors, the two much desired features for which the outboard motor world has long waited have been achieved. The first is elimination of exhaust noises and fumes by means of an underwater exhaust. The second is a positive, foolproof starting system in which starting effort is so greatly reduced that it can no longer be called an effort. This latter feature is accomplished by an invention known as the release charger, a device which apparently brings to the out-

The Evinrude Sport Twin, front view.



MOTOR BOAT SHOW

MOTOR BOAT SHOW

board motor the certainty and ease of automobile starting. The Johnson Company assert that it takes no more physical exertion to pull one of its new motors over against compression than it takes to press down the foot control of a self-starter of an automobile. Decreased resistance in the spark gap of the inactive cylinder throws the intensity of the spark into the active one. This means a spark of double intensity in the active cylinder which, together with the supercharge of gas, makes starting a certainty even with a cold or flooded motor. The release charger is standard equipment upon all Sea Horse models, with the exception of the single cylinder.

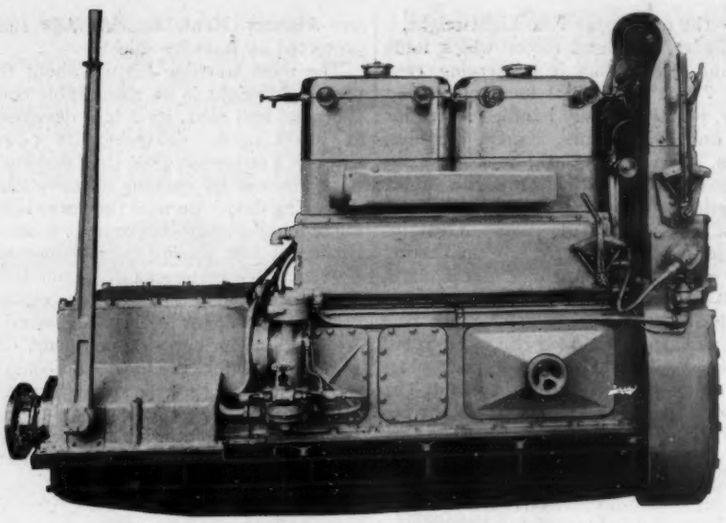
The underwater exhaust fills a long felt need in outboard motoring. With this device it will be no longer necessary to resort to the sign language when in an outboard boat. Of equal importance is the elimination of fumes. This underwater exhaust will be standard equipment on the Sea Horse 16 and the Sea Horse 32, and optional equipment on the Sea Horse 10 and Sea Horse 14.

Two of the new Johnson models for 1929 have been developed for especially high speed, the Sea Horse 16, a Class B or 20 cubic-inch displacement motor and the Sea Horse 30, a 4-cylinder Class D motor with 40 cubic-inch displacement.

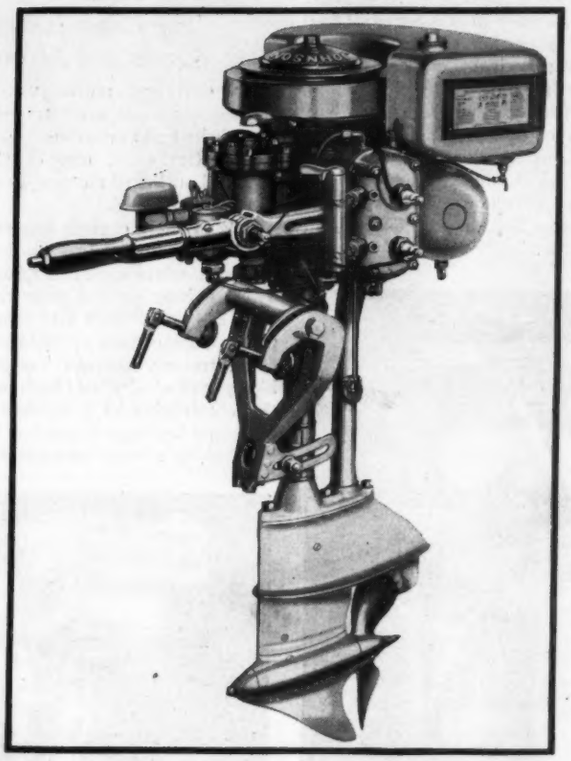
The Johnson Motor Company's effort to develop maximum speed and still retain the dependability and stamina for which Johnson motors have been noted has brought about radical changes in outboard design. Among these is the introduction of a rotary valve, of offset cylinders and straight rods, of roller bearing crank-pins and circular crank arms, of detachable cylinder heads, and of a control steering handle and ball bearings on propeller and pinion shafts. The value of these changes is indicated by the fact that the 20 cubic-inch model develops more than 15 h.p. and the 40 cubic-inch more than 30 h.p.

The New Palmer Pal

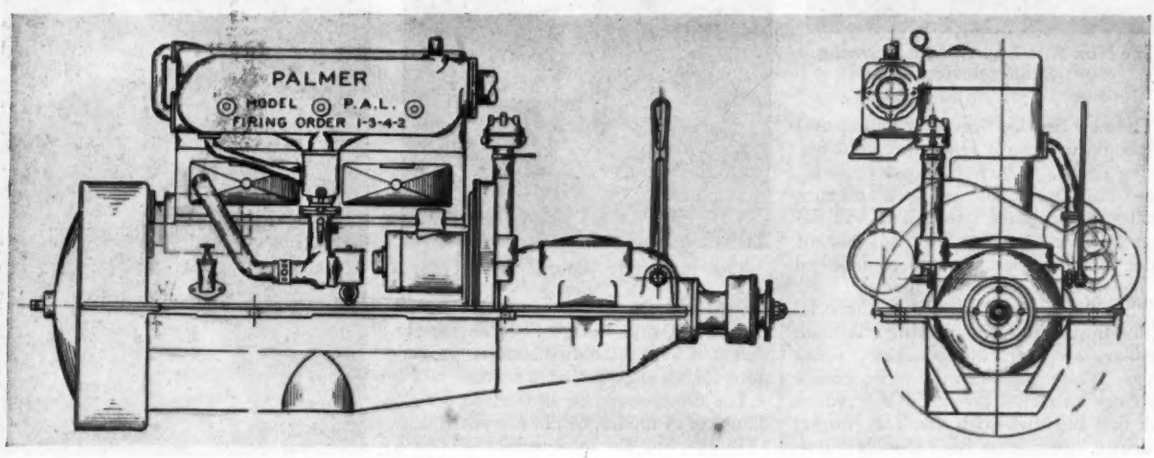
No less than fourteen motors are exhibited by the well-known firm of Palmer Bros., of Cos Cob, Conn., of varying size and power, most of which are well known to the marine public through their long record of successful service. Probably the one to attract most atten-



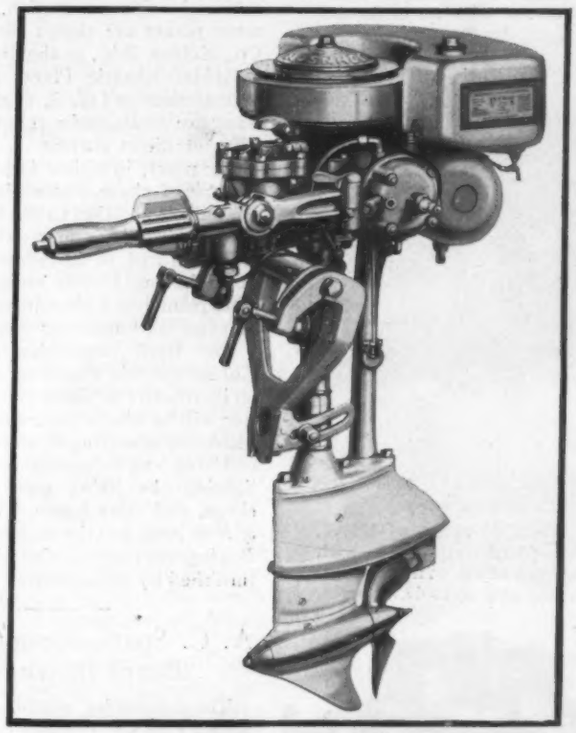
The new-type Winton Diesel Model 4–144, developing 60 to 100 h.p., for small yacht use.



The new Palmer 4-cylinder Pal (below). It develops 25 to 40 h.p. with a speed range up to 1600 r.p.m.



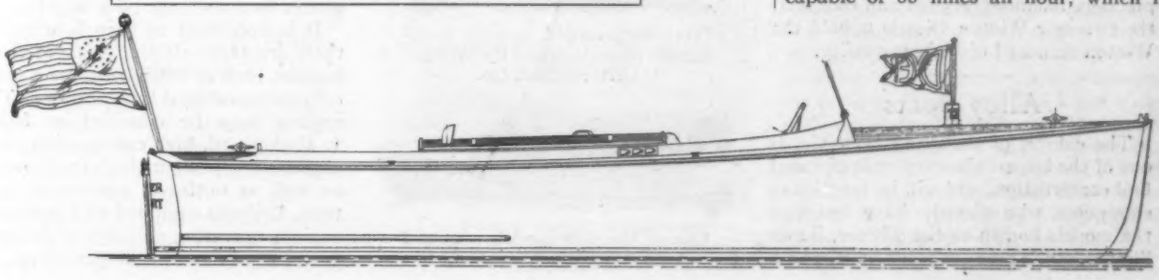
The Gray Motor Company has added a flame arrestor to its 1929 models, preventing danger from backfiring.



Above is the new Johnson Sea Horse Model 16, a Class B motor of 20 cubic inches displacement.

On the opposite page is the larger Sea Horse 30, a 4-cylinder Class D motor with 40 cubic inches displacement. The under water exhaust is a new feature of the Johnson motors.

Below is the 21-foot, high speed Dyer runabout capable of 35 m.p.h., exhibited by the Dyer Motorcraft Corporation.



tion is the new model known as PAL, a four-cylinder machine of the semi-high speed type with a speed range up to 1,600 r.p.m. It is a 4-stroke engine of 4" bore and 5" stroke with piston displacement of 251 cu. in. and develops from 25 to 40 h.p. Cylinders are cast en bloc and bolted to top base. The cylinder head carries two spark plug openings and one priming cock per cylinder. Inlet and exhaust manifolds are cast integral and waterjacketed. Ignition is standard high tension battery system. Oiling is by full force feed system with geared oil pump in sump of lower base. The clutch is separately oiled by splash. The clutch is of special Palmer design, of the disc type, fully enclosed, running in an oil bath.

Gray Motors with Some Interesting Features

One of the largest exhibits of marine motors is that of the Gray Marine Motor Company of Detroit, which displays a line of the famous Gray motors, from one to eight cylinders, and from 5 to 200 h.p., embodying a number of improvements adding to the safety and ease of operation and handling. One of these features is a flame arrestor for preventing the possibility of fire from dripping gasoline or from back-firing through the carburetor. A picture of this is shown here. It is a safe, practical device which kills flame propagation and has been thoroughly tested by the Underwriters' Laboratory. Other new devices are hoisting rings for saving time and effort in lifting the motor in and out of the boat, built-in reduction gears when desired, and a cabin ventilator which is standard on 1929 eight-cylinder motors.

With the growing demand for increased number of cylinders, special attention is being given by the Gray Marine Motor Company to their eight-cylinder engines, and two models are shown, one of the standardized heavy duty cruiser "Eight" and the other a 1929 model runabout "Eight" developing 130 h.p.

In addition to the regular line the Gray Marine Motor Co. exhibit a Gray 6-72 with built-in straight-line reduction gear, two to one ratio, adapted to the 6-60, 6-72 and the straight eight models. The remarkable feature of this unit is that the reduction gear is not only on a straight line with the crankshaft, but that the length of the engine has been increased only 7⅜".

A 21-Foot Dyer Motorcraft

From the up-to-date and well equipped factory of the Dyer Motorcraft Corporation, East Greenwich, R. I., comes a standard 21-foot high-speed runabout capable of 35 miles an hour, which is

MOTOR BOAT SHOW

MOTOR BOAT SHOW

exhibited at the Show this year. This boat, called the Motorcraft, is 21 feet over all, 5′ 9½″ beam and 21 inches extreme draft. An eight-cylinder, 120 h.p. Universal motor gives the boat a maximum speed of 35 m.p.h. The complete boat weighs less than a ton, yet the construction is such that the hull will not weave, twist or groan under the most severe conditions. Three persons are carried in each of the two cockpits with an unusual amount of comfort.

The claim of W. J. H. Dyer, President of the Dyer Motorcraft Corporation, that this boat is the strongest of its weight in the world seems borne out by the test performances made. The company has been demonstrating this boat right through the winter and she is opened up to 35 miles an hour in severe wind and sea conditions in which very few 21-foot speed boats could live. She takes the seas on almost any angle at various speeds, banks on the turns so that she will spin around in a 40-foot radius, all the time being remarkably dry and comfortable. The construction is rugged. Upon a white oak keel and skeg are bolted double-webbed frames, notched at the outer edges. Into these notches are fastened longitudinal stringers which run from stem to stern, replacing the conventional form of ribs. The planking is double; the inside fastened diagonally from keel to clamp; the outside running fore and aft in full lengths without butts. The design is by L. Francis Herreshoff.

New Winton Diesels

Two of the latest and most interesting Diesel motors developed lately are displayed by the Winton Engine Co. One is a 4-cylinder motor, the other a 6, and both are of the airless injection type, incorporating the latest improvements in the Diesel motor field. The 4-cylinder develops 60–100 h.p., and the 6-cylinder 200 h.p.

In both these new engines, the features and qualities which have made Winton engines famous for years are given new meaning by Winton engineering advancements. Owners of comparatively small boats may now have smooth, dependable, flawless Diesel performance, plus economy. As simple in construction, and as clean, as the finest gasoline engine, these two new models, with their flashing start and instant maneuvering, provide owners with a new and finer service.

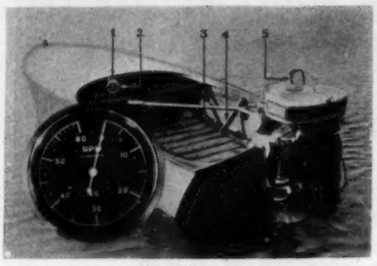
These new motors are compact and light, yet strong, and are fully enclosed. They occupy very little more space than a gasoline engine of the same power. The weight per horse power is extremely low, and fuel economy remarkable.

Completely new in design throughout, precisely balanced, rugged and compact, the two new Winton Diesels uphold the Winton standard of highest quality.

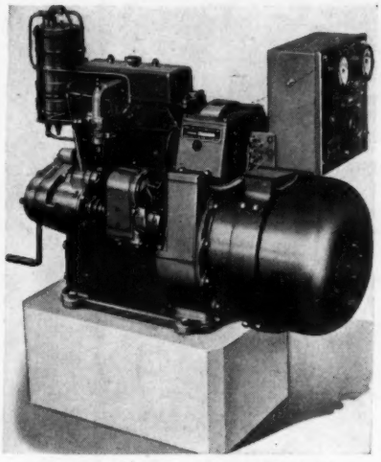
Alloy Boats

The exhibit of the Alloy Boat Co. is one of the largest showing craft of metal hull construction, and will be familiar to showgoers, who already have heard of the models known as the Slipper, Super Slipper, etc. These outboard hulls, which

An instrument panel for motor boats exhibited by the A. C. Spark Plug Co.



A tachometer, by the A. C. Spark Plug Co., developed especially for use with an outboard motor.



The Kohler 32-volt, 1½ K. W. electric plant, equipped with water circulating pump. It has a charging rate up to 42 amperes.

Sectional view of Morse Straight-Line Reduction Gear. It operates with quietness.

New drop-forged bronze turnbuckle manufactured by Wilcox-Crittenden & Co.

One of the new models of metal runabouts of the Alloy Boat Co.

range in size from 14 feet down to 8 feet in length, are constructed of alloy aluminum, with the exception of the 12-foot Slipabout, which is made of a copper bearing steel alloy.

The Sport Slipper and Slipabout are of the modified V-bottom type, while the Super Slipper and Standard Slipper are single-step hydros. There are also a Midget Slipper, two Slipperdinks and a Slipper Skiff. Both the runabout and the racing models are completely equipped and finely finished, and all the models are of great interest because of their unusual construction, which should stand many hard knocks that would put a wooden boat out of business. Leakage and warping is practically impossible in an Alloy Boat.

Kohler Electric Plants

As the source of emergency and auxiliary lighting on large boats, or as the sole source of current on the smaller type of boats, Kohler Electric Plants have achieved wide reputation. Several of these plants are shown by the Kohler Co., Kohler, Wis., at the Show.

Kohler Electric Plants are built in several sizes — 1½, 2, 5, and 10 K.W. They are available for supplying 110-, or 220-volt direct current. A 5KVA automatic plant, in either 110- or 220-volt, 60-cycle, 3-phase, alternating current, is the newest addition to the line.

Model EP-36, a new unit, is particularly adapted to installation on board boats having 32-volt storage batteries. This plant has a charging rate up to 42 amperes and operates very efficiently.

The Byrd Expedition selected five Kohler Electric Plants to accompany it on its trip to the South Pole. The expedition will be wholly dependent upon these plants for operating three powerful radio receiving and transmitting sets, and for lighting the living quarters, machine shops, and store house. The bark, *City of New York*, and the supply ship, *Eleanor Bolling*, are also supplied with electricity furnished by these plants.

A. C. Spark Plugs and Dash Board Instruments

The interesting exhibit of the A. C. Spark Plug Co. consists of spark plugs, fuel pumps and complete instrument board panels for motor boats, as well as instruments for individual mounting, such as tachometer, thermogauge, oil pressure gauge and ammeter.

There is a proper type spark plug to meet all operating conditions, which, if selected, will give complete satisfaction. If the wrong type plug is used, unsatisfactory performance will result, no matter how good the plug may be.

It is important to keep in mind that there are three classifications of marine engines, each of which requires a specifically recommended type of plug. These engines may be classified as follows: 1. High speed, high compression marine engines, operating at high temperatures, as well as outboard engines in racing trim. 2. Boats equipped with automobile engines operating at fairly high speeds, compressions and temperatures, and

outboard engines for cruising speeds. 3. Slow speed, large bore marine engines, operating at ordinary compressions and temperatures.

The pilot who habitually operates his motor boat at an abnormally low or high speed very likely uses the wrong type spark plug and does not get the maximum service from his engine. Fast speed factors increase the heat in the cylinders. As a result the operating temperature of the spark plug is raised. In order to keep the spark plug temperature below the pre-ignition point, it is necessary to have a type that will carry away the extra heat. At idling speeds, slow operation, with the throttle practically closed, conditions are the exact opposite. Operation is much cooler, so that the spark plug is apt to run too cold, cannot burn off the oil deposited on the insulator, and thus gradually becomes coated with carbon, eventually causing misfiring.

This necessitates great care in the selection of spark plugs, all of which is thoroughly demonstrated at the A. C. Spark Plug booth.

Oberdorfer Brings Out Back Fire Trap and Automatic Bilge Pump

After half a century of manufacturing marine equipment, the M. L. Oberdorfer Brass Company has developed two devices which bring greater safety to motor boating. One of these is the Oberdorfer Back Fire Trap. The other is the Master Automatic Electric Bilge Pump.

By far the largest percentage of fires on craft propelled by internal combustion engines are caused by back fire. The Oberdorfer trap dissipates the force of a back fire explosion and cools its heat to such a degree that it cannot ignite gasoline vapor or oil around the engine. This trap is attached to the carburetor air intake and is so constructed that it will not impede the flow of air into the carburetor even when the motor is running at full speed. The trap has been submitted to and tested by Underwriters Laboratories and has successfully passed their test requirements.

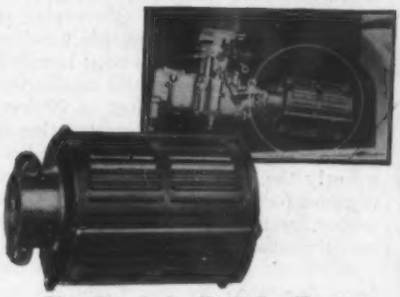
The master Automatic Electric Bilge Pump is of all bronze construction, not affected by sea water, and its large heavy duty motor cannot be flooded. Constant or automatic action may be obtained at will by operating a remote control switch. Automatically operated, when the water in the bottom of the boat raises the float in the bilge pump it actuates a sealed tube mercury switch, and the pump works until the level of the water has been reduced and then automatically stops. The new master pump is available in 6-, 12-, 32- and 110-volt units.

Yacht China, Glassware and Silverware

Calculated to delight those who appreciate beauty and harmony of detail and who wish to work out a decorative scheme to a nicety, is the exhibit of Ovington's, New York. Here the man who wishes to go to sea with the appropriate table furnishings will find a beautiful selection of china, glassware and silverware. These may be emblazoned with the flag of the owner and that of his club, or with one flag and the name of the yacht, as preferred, and are available at a wide range of prices.

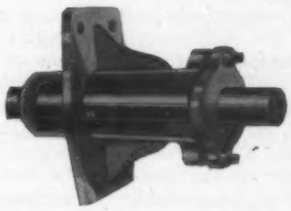
There is also a variety of smoker's sets, ship's clocks, fountain pen sets, and other delightful accessories especially planned and executed for use on the yacht.

A set of Ovington English ware, emblazoned with yacht club burgee and owner's private signal.



The Oberdorfer Back-fire Trap, a device that prevents fires.

An 8-cell tray of storage batteries for marine use, by the Exide Battery Co.



The Evergood flax-packed combination stuffing box and stern bearing, by Wilcox-Crittenden.

A model of the Walsh-Bugbee float, with two covered slips.

The 14-foot double-cockpit runabout of the Non-Capsizable Boat Works.

Exide Marine Batteries

Every power requirement of the modern yacht — lights, refrigeration, auxiliary pumps, radio — can be handled by Exide Marine Batteries, the product of the Electric Storage Battery Co., of Philadelphia. Their exhibit shows the Exide-Ironclad Battery, for light and power on yachts, and the Exide Battery Type LXR, for starting, lighting, and ignition of motor boats.

These batteries, a dependable source of current supply, maintaining a consistently high and steady voltage, are in use on many well-known yachts.

Jeffery's Marine Glues and Ferdico Products

No marine supply exhibit can afford to omit Jeffery's Marine Glues, which have been on the market for 80 years, and Ferdico Marine Products. These have been handled by L. W. Ferdinand & Co., Rockville Center, N. Y., for 69 years, and are regarded as a necessity in the boating world.

The exhibit includes, also, an electrically heated paying shell, which facilitates the heating of Jeffery's Marine Glue and its pouring into deck seams. This instrument will appeal to boat builders and repair men. The heated marine glue when poured in a deck seam seeks its own level and therefore insures a properly filled seam, which is practically impossible to attain with a plastic material that must be forced down.

Plans of the Ferdico Outboard Motor Boat, designed for this firm, will be furnished to those requesting them.

Non-Capsizable Outboard Boats

An outboard boat that won't capsize at high speed, no matter how rough the water, has long been the aim of manufacturers of this type of craft and has been eagerly sought by the users of outboard motors. Among the exhibits of outboards is one by the Non-Capsizable Boat Works, of Brooklyn, N. Y., who show several models of their line of boats of non-capsizable type which have great stability and which, the makers claim, cannot be turned over under any conditions. The models shown are a 9- and 11-foot racing boat and a 14-foot mahogany double-cockpit runabout with cushioned seats, steering wheel, running lights for night use, etc. The 9-foot racer is designed for Class A and B motors, the 11-foot for Class C and D motors, and the 14-foot racer and runabout for all outboard motors. Boats of this design will be built up to 50 feet in length if desired. The price range is from $375 to $500 for the sizes mentioned.

MOTOR BOAT SHOW

MOTOR BOAT SHOW

Outboard Specialties by Wilcox, Crittenden

A feature of the fine line of marine hardware shown at the booth of Wilcox, Crittenden & Co., is the display of specialties for outboard motors and boats, some new steerers for runabouts, and a new drop forged bronze turnbuckle, the latter the only one of its kind made. Among the outboard material are found several steerers, tachometers, anchors, chocks, flag pole sockets, fins, and every conceivable outboard fitting. For cruisers and runabouts there are steerers, portlights, ventilators, chocks, windlasses, reverse gear controls, and so on.

A notable new steerer is the Cruiser Bulkhead Type Worm Gear Ropeless Steerer, which eliminates pulleys, blocks and steering cable, saves on cost of installation, and assures easy and smooth steering at all times. Then there is the new Drum Type Steerer, with horn button, adjustable angle bracket, and the famous Husted Safety Wheel.

The Evergood flax-packed combination stuffing box and stern bearing is sure to appeal to motor boatmen. As the name implies, it is a combination stuffing box and stern bearing, packed with flax impregnated with graphite, which reduces wear, friction, and loss of power. There is no metal-to-metal bearing contact. Sand or grit cannot cut or score either the packing bearing surface or the shaft.

Plastic Wood

Putty, white lead and other fillers have their advantages — and their disadvantages. A year or two ago a new preparation — Plastic Wood — came on the market, and definitely filled many a need of the boat builder and yachtsman who did his own work. For Plastic Wood is just what its name implies — wood, in the form of putty, which, when dry, becomes hard wood again, into which nails or screws may be driven, and which may be bored, planed, stained or painted just as ordinary wood might be treated. At their booth on the third floor, the Addison – Leslie Co., the manufacturers, have several cross sections of boat construction, showing exactly the many and various uses to which this remarkable product may be put.

Willis' Special Marine Equipment

In addition to a varied and complete line of marine hardware of the usual type, the E. J. Willis Co., of New York, show at their big booth on the third floor many special "gadgets" not to be found elsewhere. These include a new line of boat clocks, Wilco watertight electric fittings, Branford outboard motor steerers, Power paint and varnish remover, Cunningham air whistles, and Malabar anti-fouling paint. Special demonstrations are given on CO_2 Fire Equipment, Universal bottled gas stoves, White-Warner stoves, One-Mile-Ray searchlight, etc.

A complete line of Boyd-Martin boats is shown at Booth P, Mezzanine floor.

Cummins Diesel Engines

In the Diesel engine field the Cummins Engine Company exhibit a Model U in 2-, 4- and 6-cylinder sizes, one 15 K.W. Electric Generating Set, and a 6-cylinder Model K.

This Model U engine was exhibited for the first time at last year's Show, and was the first small Diesel equipped with an electric starter and having full bridge control. Except for the absence of a carburetor and magneto, the general clean-cut appearance of this engine is similar to that of a high-grade gasoline engine. The Model U has been installed in all types of cruisers and auxiliaries, ranging in size from 36 feet to 70 feet, and in all cases no special construction of hull or engine-bed was required. Frequently the boat in question had been designed for the installation of a gasoline engine, and a Cummins engine subsequently substituted.

A 32-volt starting system which has been developed by the Cummins engineers is also displayed. This consists of a 1 K.W. generator, mounted on the engine, and driven by a silent chain running in a bath of oil, insuring noiseless operation. When starting, this generator is converted to a starting motor, turning the engine at a rate of 250 r.p.m., the compression on the engine having been released during this starting period. The current is supplied by four 8-volt heavy-duty batteries.

The Cummins Engine Company is also exhibiting a larger addition to the Cummins line in the way of a 6¼ x 9″ engine, which is known as Model K. In general design and appearance it resembles the Model U. It will be built in 1-, 2-, 3-, 4- and 6-cylinder sizes, having a h.p. rating of 20, 40, 60, 100 and 175 h.p. respectively — the h.p., of course, for the multiple-cylinder engine being dependent on the revolutions at which the engine is operated. This engine has been made as light as possible, consistent with strength and ample bearing surfaces. This model, the largest Diesel engine on the market to be electrically started, is designed for full bridge control.

Many Sterling Models

The Sterling Engine Company's exhibit, always interesting, is attracting widespread attention at the Show and is well worth a visit.

Outstanding among runabout engines are the two Sterlings, the Sterling Seagull and the Sterling Petrel. The first, patterned along the lines of the Sterling Coast Guard, is 4 11/16″ bore and 6″ stroke, developing 150 h.p. at 1800 r.p.m. The Sterling Petrel is manufactured in two sizes. The 4⅞″ bore by 6″ stroke, built to run at 1500, develops 125 h.p. at these revolutions, and is an ideal installation for the smaller cruiser. The larger Sterling Petrel, a 5¼″ bore, 6″ stroke, develops 200 h.p. at 2100 r.p.m. By small engineering changes this model is sold to take full load at any r.p.m. best suited to the installation and requirements.

The Sterling Viking, the largest and most powerful model manufactured by Sterling, is an 8″ bore, 9″ stroke engine, built in both six and eight cylinders. The six-cylinder engine develops 425 h.p., at 1200 r.p.m., and the eight-cylinder, 565 h.p., at 1200 r.p.m.

Aside from the advanced engineering and mechanical exhibit, the background of the setting in which Sterling engines are shown, is most pleasing. It is not only one of the largest, but one of the most elaborate and artistic displays yet presented.

Steel Floats for Housing the Motor Boat

The proper care and mooring of high grade motor boats in sheltered conditions is an important problem with many yachtsmen, which is apparently being solved by the Walsh-Bugbee Company by the use of steel floats with either one, two or more slips in which to moor the boats. A model of one of these slips, one-sixth full size, is exhibited by this company. This particular model is designed to moor high-class runabouts not more than 30 feet in length, is built of steel and has slips for two boats with runways around and canopy tops for the slips. The company makes these floats in a variety of sizes and designs; they are also prepared to furnish special yacht club steel floats and docks. Coming in standardized sizes they permit of the economics of production methods of manufacture.

Morse Straight-Line Reduction Gears

The growing practice of transmitting power from the engine to the propeller shaft through a reduction gear, in order to turn up both engine and propeller at their most efficient speeds, makes any new development in gear boxes of particular interest. So the Morse Chain Company has taken space at the Show for the purpose of exhibiting its various models, and supplying boat and engine builders and naval architects with information regarding their special advantages, and their installation.

Morse Straight-Line Reduction Gears embody a special application of internal gearing worked out by engineers of long experience. They operate with unusual quietness and employ the advantageous principle of straight-line drive. These gears offer a number of distinctive features, designed to make them superior both from an operating and installation standpoint. These include (1) a gear unit comprised of two pairs of internal and external gears, each pair with an equal ratio providing a two to one total reduction with extreme quietness; (2) a straight-line drive accomplished through a special application of internal gears which has reduced the size of the unit, the flanged housing being attached directly to the engine bed sills; (3) frictionless ball and roller bearings throughout, and (4) water-cooled by means of a water jacket of ample size connected directly with the engine cooling system.

Morse Straight-Line Reduction Gears are made in a variety of sizes to meet practically the needs of all power plants and all services.

(*Other exhibits on page 188*)

The bark "Aloha"
Photo by Rosenfeld

NORTH-SOUTH-EAST-WEST THE FINEST BOATS ARE VALSPARRED

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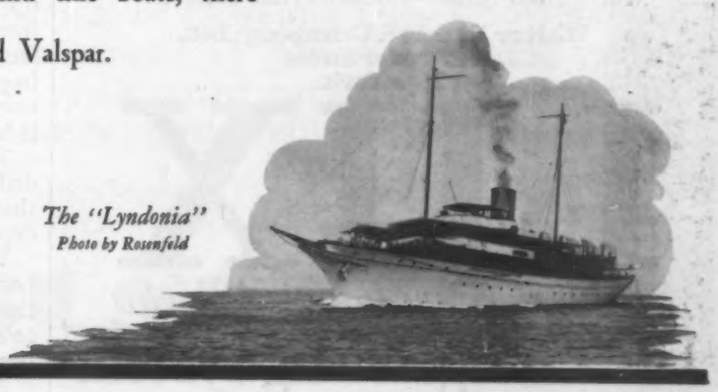

The "Lyndonia"
Photo by Rosenfeld

61 Boat Builders Recommend Lux for Safety from Fire!

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LUX

Underwriters' Labeled Yacht
Fire Extinguishing System

On Board *Atlantic* in the Ocean Race to Spain

(*Continued from page 54*)

plates right under their chins while the Doctor and I have to use the boarding house reach to touch ours.

At noon today, in Lat. 45–16 N., Long. 28–33 W., having covered 223 miles. We are getting too far to the northward, but until the wind shifts there is absolutely nothing that we can do.

A steamer passed across our bow this evening — the third that we have seen since the beginning of the race.

Thursday, July 19th. Worse and more of it. Only a very light breeze all day and that coming from the N.E., which makes it necessary to keep heading up to the northward. Noon position, Lat. 46–37 N., Long. 23–22 W., 235 miles from yesterday's position, but only 150 miles nearer Santander. From ship reports intercepted at noon today there seems to be a high area to the northward of us. Therefore, the wind should haul around to the N.E., possibly giving us a chance against *Elena*, but so far there is no sign of its doing so. *Elena's* operator says that they are 140 miles ahead of us, but we take hope from his signals coming in so strongly.

Friday, July 20th. This last week has been a heart-breaker for us. One week ago today we were well in the lead, had favorable winds and everything was rosy. Today we are in a dead calm with a rising barometer and seemingly no prospect of a change in wind conditions. At noon we were in Lat. 46–57 N., Long. 21–16 W., only 92 miles from yesterday's position, by far the worst run to date.

Aside from the wind conditions one could not ask for more lovely weather — smooth sea and a beautiful sunshiny day. Saw a whale about two hundred yards off the starboard quarter this afternoon — the only time that I have ever been near enough to one to hear him blow. Oddly enough, I was reading "Moby Dick" at the time.

Evening star observations showed an extraordinary set to the northward. We had made only 33 miles since noon and had been set to the northward 12 miles. I hardly see how it can be attributed to leeway as there has been almost no wind all day.

Saturday, July 21st. As Mr. Lambert says, this marks our "fortnight" at sea. We wonder if we shall still be drifting around here when the "twelve month" comes to a close. Only 81 miles since noon yesterday, being today, at noon, in Lat. 46–32 N., Long. 19–31 W. A slight breath of air during the afternoon which died out at seven. We jibed three times during the afternoon: at 1, at 2:30, and at 4, trying to get the most possible out of the fitful, shifting breeze. Totally becalmed tonight as I write this.

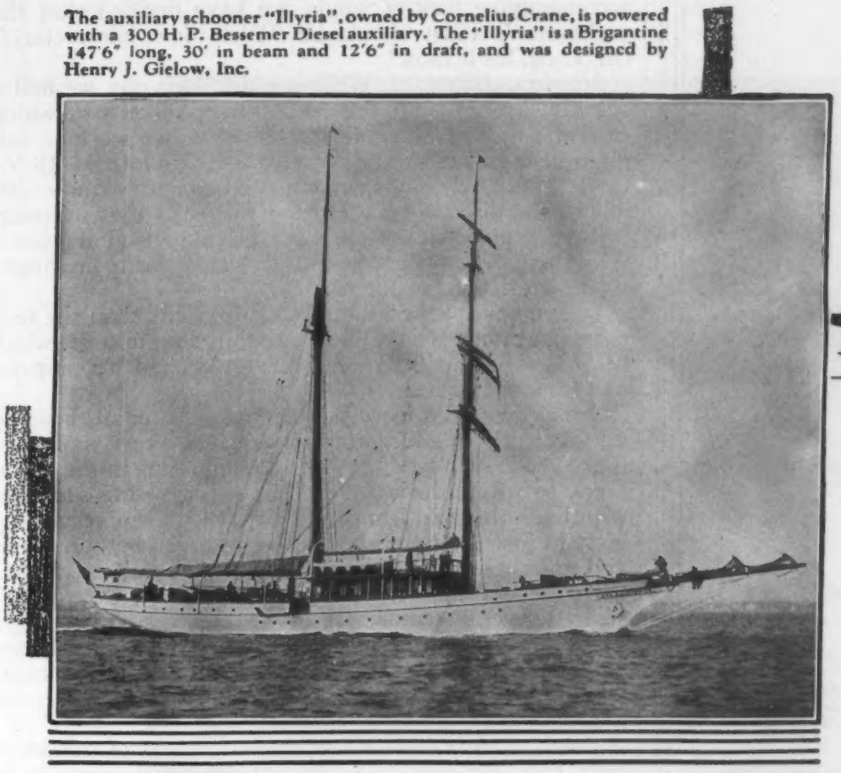
Sunday, July 22nd. Oh, Lord, let it blow! Woke this morning to find things looking up — a slight breeze from the N.E. which gradually increased to force five, so we have been stepping along right merrily. Our hope is that *Elena* is so far to the southward that she will have to beat up against the wind to round Cape Ortegal, whereas, from our latitude, we should be able to run right in for Santander — always supposing the wind to hold steady from the N.E. It seems to be fading a bit tonight. We can only pray for increased force tomorrow morning. Anyway, it has developed into a race again.

The Commodore remains most skeptical about that drift which we encountered a few days ago. I am afraid that it shattered forever his confidence in the navigation department.

Where is *Elena* tonight? During the evening we heard her calling Cape Finisterre, which seems at least to show that she has not yet passed Cape Ortegal abeam. *Guinevere's* signals are coming in with marked strength, showing that she, too, is making a good race of it.

At noon today we were in Lat. 45–33 N., Long. 16–56

The auxiliary schooner "Illyria", owned by Cornelius Crane, is powered with a 300 H. P. Bessemer Diesel auxiliary. The "Illyria" is a Brigantine 147'6" long, 30' in beam and 12'6" in draft, and was designed by Henry J. Gielow, Inc.



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W., 133 miles since yesterday, and 570 to go. Due to our sad experience with a high barometer on this trip and its accompanying lack of winds, we have decided that the yachtsman's toast should be "Well, low barometers." Oh, Lord, let it blow!

Monday, July 23rd. Well, it blew. This day we had a splendid breeze from the N.E., about force five, which carried us along at about 12 knots, under working sail plus queen staysails. The noon fix had us in Lat. 44–18 N., Long. 10–22 W., having made our best day's run — 290 miles. The direction of the wind was such that we could just point up to clear Cape Ortegal, perhaps giving us an advantage over any competitor so luckless as to be caught to the southward of the cape.

I have never seen a more beautiful sight than the topside about noon today. She was pointed up into the wind, heeled over so far her lee rail was under, and stepping out at 12 knots or better.

We figured on a leeway of about half a point, heading up that much in addition to the course that we wanted to make good. As a landfall was due some time in the night, I got two fixes during the afternoon, crossing sun lines with lines obtained from the moon, which was very obligingly in just the right spot. After doping out our course and speed, I predicted 9:45 for our landfall on Estaca Light, several miles to the eastward of Cape Ortegal. We sighted several steamers at about that time, but no light until 11:15, at which time we picked up Estaca Point about one point abaft the beam. A beam and quarter bearing showed that we had passed it about 17 miles abeam.

Tuesday, July 24th. Of all the hectic days of this hectic race, this one will be longest remembered. First to be raised to the heavens, then to be frightened; then to be raised even higher; and finally to be chucked into the depths with a very great completeness.

Having picked up Estaca last night, we continued on past, gradually losing our wind as we neared Cape Peñas. About 6:30, while in very poor visibility, we sighted a small fishing boat which came close aboard. The people in it seemed greatly excited, making violent signs for us to bear off to the northward. About this time a sounding put us on the 50 fathom curve, so we tacked to gain more sea room before reaching Cape Peñas. An hour and a half later, Charlie happened to look astern and there, pointing up to pass Cape Peñas, was *Guinevere*.

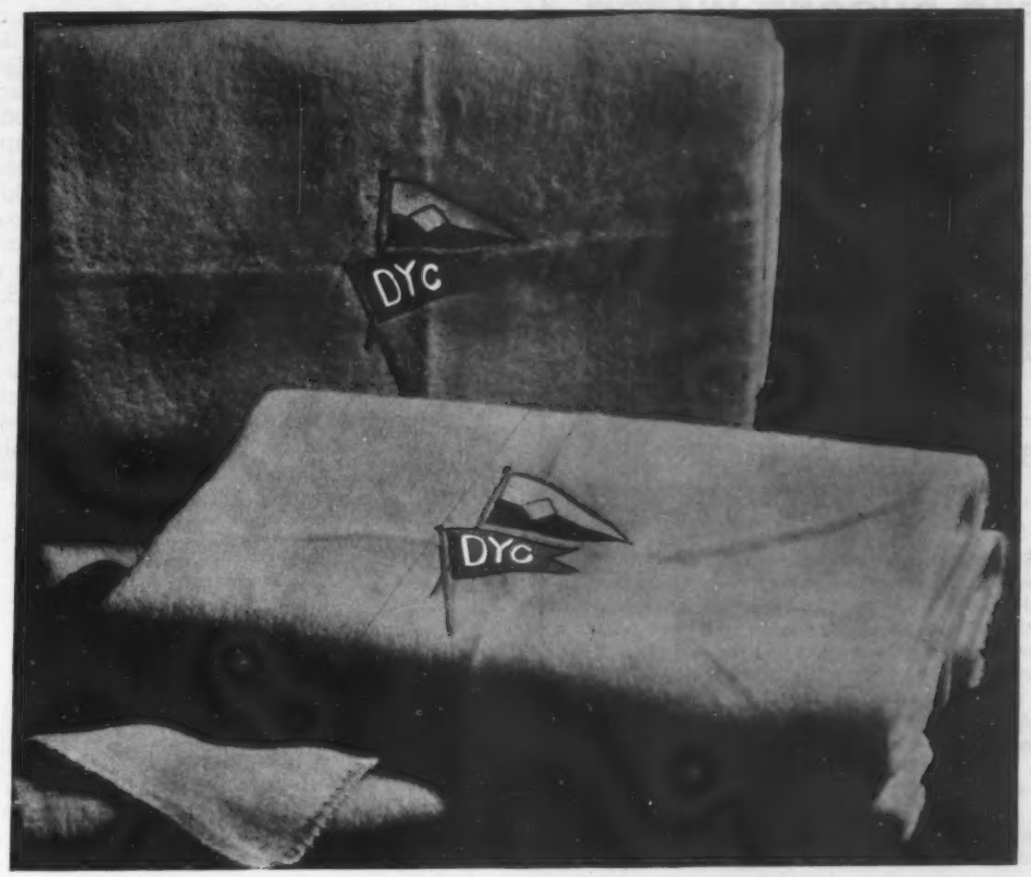
Of course, it gave us all a jump to see her so near and seemingly about to pass up to windward of us. However, they reckoned without our Commodore. As Charlie had predicted, he immediately tacked to pass *Guinevere* to leeward and from then on she had not a chance with us. I think that she pointed up as high as did we, but she had not the speed.

At about this time our operator heard *Elena*, and her signals seemed to put her outside the cape, and that being so, completely out of the race. Of this, more anon.

Here we were, shading the *Guinevere* and seemingly having nothing to fear from *Elena*. Could anyone possibly be sitting prettier?

At about 9 sighted small yacht ahead which proved to be *Pinta*, ex-*Nicanor*, racing in the small class. We were sailing along without a ripple, while in the same sea she was making terribly heavy weather. Upon our coming up with her she hoisted a signal saying, "Let us keep together for mutual support." Mr. Lambert knows her skipper, Jack Curtis, so we passed close aboard, telling him the sad news of *Nina's* arrival which we had just learned by radio. It seems that they had sighted *Nina* several days before, so were rather prepared to hear that she was in.

The wind had been from E. all day, making it most difficult to reach down to Santander. At noon we had only 97 miles to go, but from the way we were progressing it seemed that we would sail over 200 to make the 97 good.



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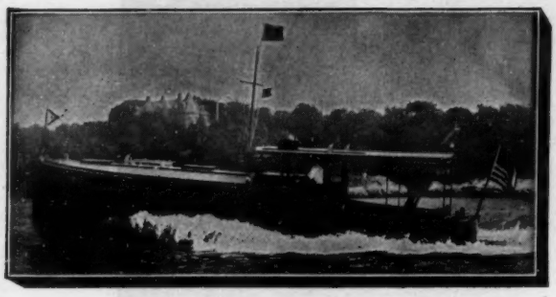

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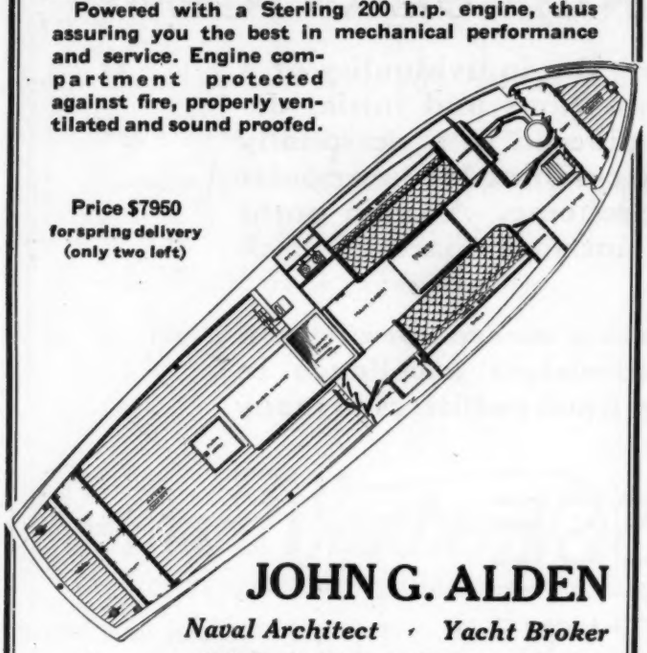

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THIRD FLOOR

Then came the blow. Just as we were perfectly certain that we had first place cinched, our operator intercepted a signal reporting the arrival of *Elena* in Santander. And so endeth our most thrilling and most tragic day.

Wednesday, July 25th. There is not much more to say. Old *Elena* having slid in first, the thing to do was to be damn sure that we came in second. Accordingly, we got everything possible out of the light shifting winds. At about 12:30 the next day, we were 10 miles off the harbor. Here we were fortunate enough to pick up a splendid breeze, force five, so that we could cross the finish line with a bang. At 12:56:10, G.C.T., while making about 14 knots, we passed between the committee boat and Capo Mayor Light, thus ending our participation in the Spanish Ocean Race. One other thrill waited for me when, under tow of a Spanish tug, we passed the U.S.S. *Detroit* anchored in the harbor. She looked very snappy, lying there flying a three-starred admiral's flag, and when she lined the rail and played the "Star Spangled Banner" for us the day was complete. Shortly afterwards we anchored off the Club Maritimo de Regatta. *Guinevere* arrived later in the afternoon, *Zodiac*, on the 28th, *Azara* coming in seven days later. Our elapsed time for the race was 17 days, 16 hours and 25 minutes. The distance sailed, 3,356 miles.

The Prau Bugis

(*Continued from page 82*)

The lines, also, are quite up to date and the speed and weatherliness of these craft in a breeze, when loaded, is an eye-opener. I challenged the area of the rudder when sailing light, but the captain explained that the boat was so well balanced that she practically sailed herself. Her only ballast consists of granite blocks stowed aft on the center line to bring her to an even, light draft.

Under the forward deck the cooking galley, consisting of a wooden box lined with Chinese bricks, is installed. In fine weather the hatch above lets out the heat, and as the fuel is bakau wood it is practically smokeless.

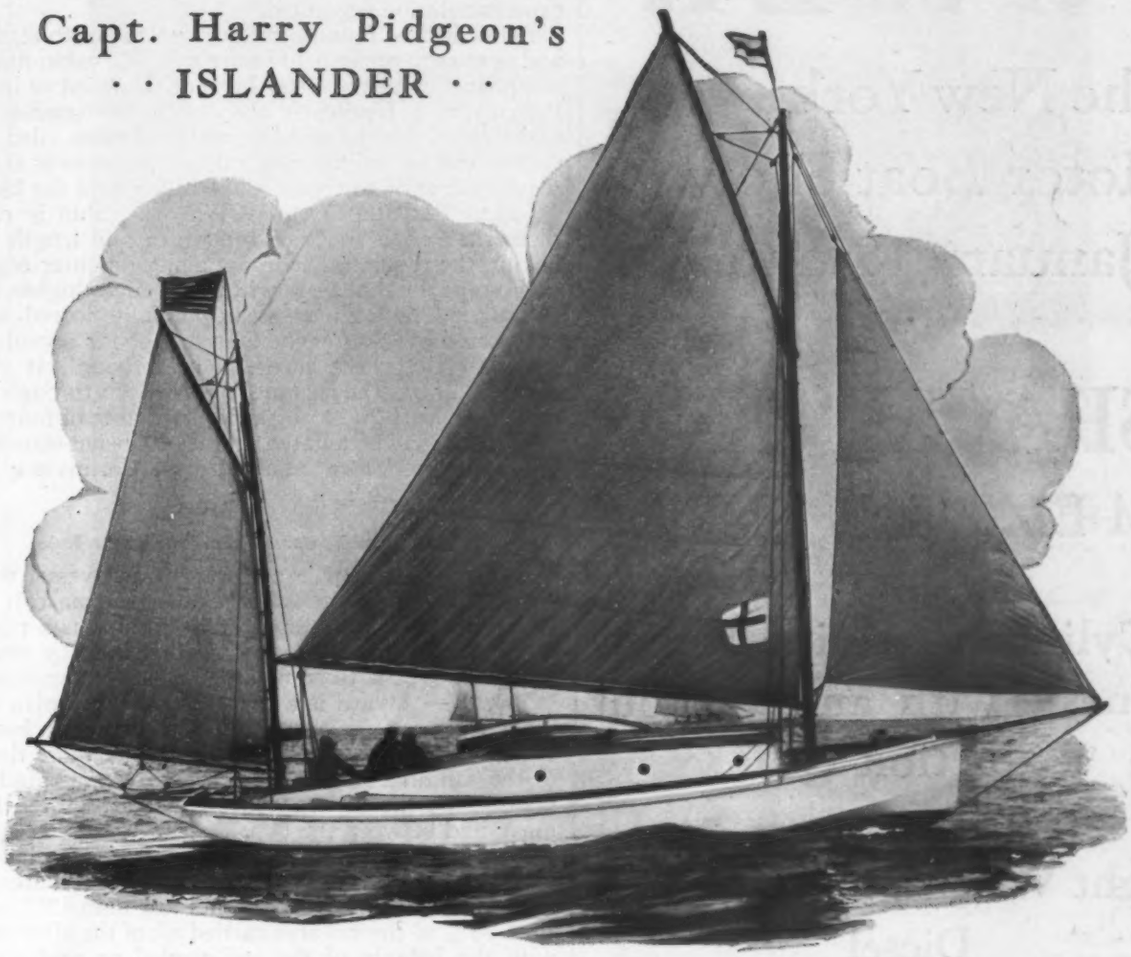
The *Senang Hati* is constructed of hard woods, which, pickled by the juices of innumerable pines throughout the years, have made her impervious alike to white ants and to torpedo worm. The crew sleeps on the platform under a roof most ingeniously made of battens protecting above and below a watertight covering of attap. The latter are the leaves of a certain palm and last for about two years, after which they are renewed. This roofing requires no caulking and is resilient. In the tropical heat and heavy rains of Singapore this property is essential. It is also cool on the hottest day.

The spars are bintangore poles, with the topmast stayed by single crosstrees of six feet span and two forestays. The rigging is of wire rope set up with manila lanyards from a fore and aft rounded timber secured to the main frames of the boat by flat iron bands. The sails are made by the crew of cheap duck cloth bought locally, and cut and roped quite passably and tanned with cutch. In a squall the peak halliard is slacked away which reduces canvas at once. Although the beam seems extreme the performance of these craft when light and loaded fully justifies the design.

As with all Malays, I was received with the greatest politeness and we parted mutual friends after I had promised them a copy of YACHTING containing the plans of their floating home and bread winner.

As in all plans made, I have put on paper everything as actually taken off, thus insuring for future records faithful studies of native craft that actually sail the seas in 1928

Capt. Harry Pidgeon's
· · ISLANDER · ·



She won the Class "C" race to Bermuda with a brand-new suit of Wamsutta Yacht Duck...and with 26 hours to spare

Captain Pidgeon's 34-foot yawl *Islander* was one of the three small boats that dared the sou'westers and the heavy seas in the race to Bermuda last June. She was fitted out with a brand-new suit of Wamsutta Yacht Duck for the occasion.

For her crew, *Islander* had the responsibility of carrying the commodore and past commodore of the Cruising Club of America — in addition to her owner. She made it 26 hours faster than the second boat to finish in her class.

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A Plea for Greater Rationality in Measurement Rules

(*Continued from page 71*)

If yachts, however, are built and raced under the rules proposed we will go a long way toward getting data that will be reliable without resorting to the expensive experimentation suggested.

Below will be found some suggestions as to equipment and as to requirements to insure a livable cabin and not a compliance with the letter but not the spirit or intent of the rule, as is frequently the case in the smaller classes under the Universal and International rules. Also, I have endeavored to simplify and rationalize some of the other requirements as to crews, amateurism, and the like.

CABIN REQUIREMENTS. — Where a cabin is required there shall be a space of the width and length stated, having the required headroom along its outer edges and with no part of the floor within the edges higher than at the edges. The cabin area shall be fully floored, and unobstructed over its entire area except for a centerboard trunk, if the yacht carries a centerboard. It shall be accessible from the cockpit or after deck through a companion at least 20 inches wide. In yachts of four tons or over there shall be a hatch at least 20 inches square in the clear in the deck forward of the mast. Carlins may project below the height limit.

Explanations and Definitions for the Rule

SLOOP. — A sloop is a single-masted vessel with not more than 82% of the sail area aft of the mast. If the sail aft of the mast, by reason of its form, has a portion of it forward of the mast, no objection is to be made, but the entire area is to be regarded as aft of the mast.

YAWL. — A yawl is a two-masted vessel with not less than 15% nor more than 22% of the sail area forward of the forward mast, not less than 8% nor more than 12% of the sail area carried aft of the after mast and the remainder of the sail carried on and aft of the forward mast, and between the two.

KETCH. — A ketch is a two-masted vessel with not less than 15% nor more than 22% of the sail area carried forward of the forward mast, not less than 12% nor more than 35% of the sail area carried aft of the after mast and with the balance of the sail carried on and aft of the forward mast and between the two.

SCHOONER. — A schooner is a vessel of two or more masts with the mast farthest aft carrying aft of it more sail area than any of the other masts. The sail area forward of the mast farthest forward shall be not less than 15% nor more than 22% of the entire sail area, and the sails carried on and aft of the mast farthest aft shall not exceed 55% of the total sail area.

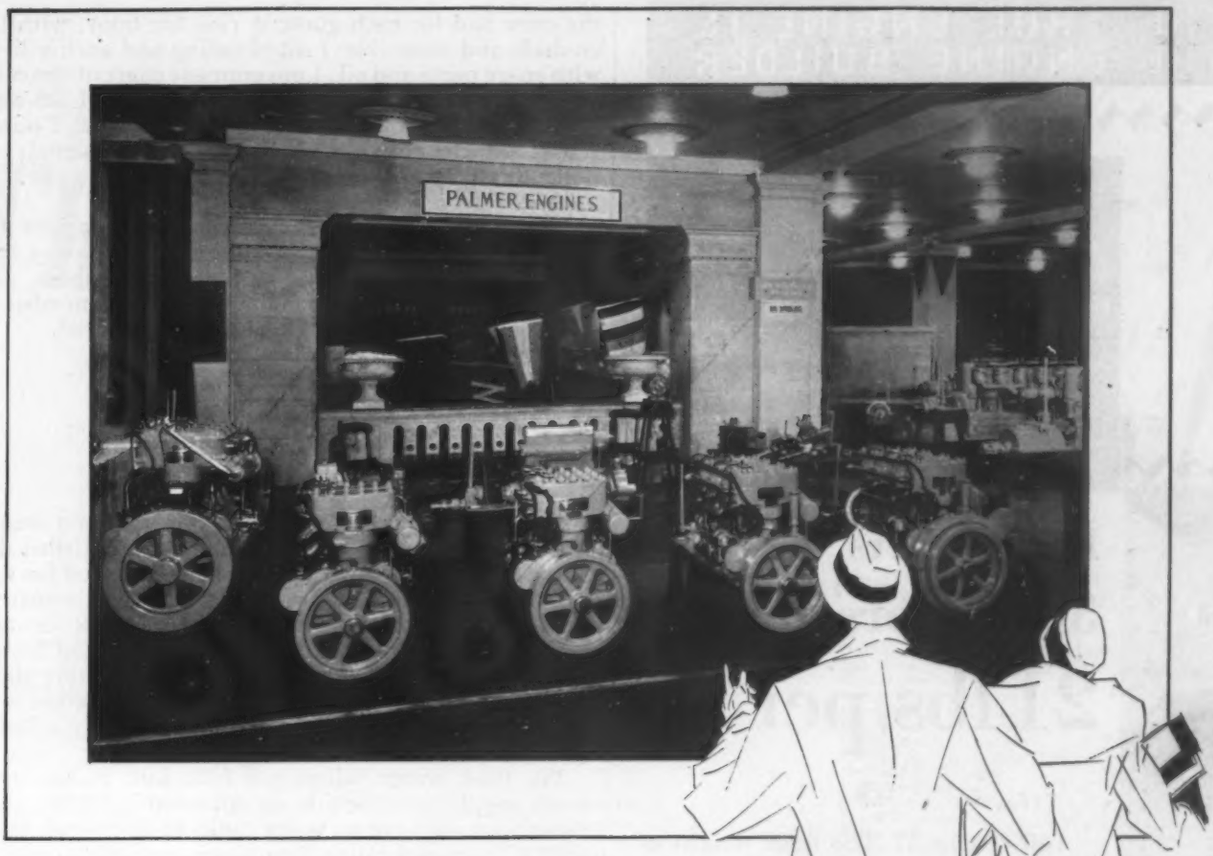
CREW. — The number of persons participating in any way in the sailing or handling of the yacht shall not exceed the number stated in the table for the class. A person acting as pilot or advising as to currents or in any way giving advice or assistance shall be regarded as a member of the crew.

Guests, when permitted, must not in any way participate in the handling of the vessel.

In classes of three tons and below all of the members of the crew shall be amateurs. In all of the other classes there may be as many professionals in the crew as the yacht can accommodate in permanent living quarters. The person in charge of the yacht, determining the policy and either doing the steering, or directing it, shall be an amateur.

AMATEURS. — All persons shall be considered amateurs except those who receive, or expect to receive, compensation for their services in sailing a race.

EQUIPMENT. — Every yacht must carry the following minimum equipment when racing: 2 anchors of proper size; 20 fathoms of cable; 1 life belt for each member of



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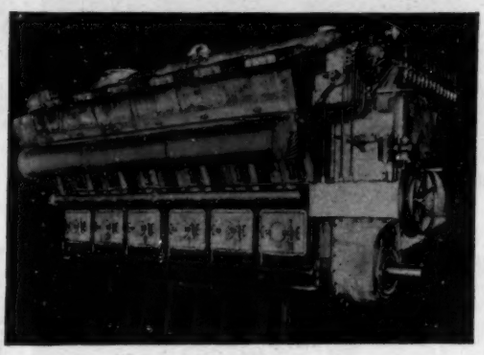

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the crew and for each guest; 1 ring life buoy, with line, on deck, and accessible; 1 set of sailing and anchor lights, with spare parts and oil; 1 government chart of the course and vicinity; 1 liquid compass; 1 fog horn; 1 set signal flags and code book; 1 sounding lead and line; 2 pumps; 1 first aid kit; ensign, club burgee, private signal; class designation; spare line, palm, needle, marline spike; 1 sea anchor.

GENERAL. — The generally accepted regulations as to boarding and leaving a yacht after the preparatory signal is made, as to private signals, racing numbers, as to propulsion, anchoring, running aground, members of a club on board, and the like, shall be observed.

The Auxiliary Sloop *Vagabond*

(*Continued from page 62*)

Vagabond is a very dry boat — not only in a seagoing sense but also in regard to stowage aboard. Ceiled down to the floors, though with plenty of holes bored for ventilation, woollen blankets are stowed in lockers beneath the berths and though seldom brought on deck for airing have never acquired that mildew smell we had found so hard to keep away from in other boats. Whether the dry bilge accounts for this or whether the ventilation is well nigh perfect, I do not know, but it is a quality a designer should certainly try to attain.

We fresh water sailors are fortunate in having our water supply over the side, except when in harbor, and for this reason we have no water tanks in *Vagabond*, making shift with several gallon cans which are easily stowed and no trouble to keep clean, as perhaps would be the case were a tank installed.

An ice box has always seemed to me a nuisance aboard anything under 50 feet and for this reason we use an ice basket, one of the portable type such as motorists carry. A permanent arrangement occupies so much room in comparison to the size of the food storage compartment that I have never considered it practical. Then, again, I have been on a number of small boats with engines aboard where I imagined there was always the odor of gasoline on anything left in the ice box longer than a day or so. When we commenced cruising, a long time ago, we carried many articles which required ice to keep in proper condition. Now, we try to plan our menus so that they do not tax the capacity of the ice basket. When our ice is melted and we are unable to secure a fresh supply without too much trouble — well, the butter is about all we need worry about, and we are usually able to find a spot cool enough to keep it from melting.

As to the weak spots in *Vagabond*, another six feet, say, added to her over all length would work wonders in her appearance. It is, perhaps, this few feet that Maurice Griffiths talks about. In fact, she would appear somewhat similar to that design by Eldredge-McInnis of a 26-foot cruising knockabout which appeared a couple of years ago and over which so many of us were enthusiastic. A little more rake to her transom stern could no doubt be worked in with this additional length and would be all to the good.

At anchor, well, she's not so good. She ranges around her chain like the proverbial calf around the picket. I believe this is a fault of cats and all short and beamy boats and is, no doubt, part and parcel of the design.

None of these faults are serious, however, and in the meantime we consider we have a well nigh ideal small cruiser. Only this spring we turned down an offer of very nearly double what we paid for her. And this because we were afraid we would not be able to secure another boat for the sum in question which would satisfy us as well.

The Supreme Test for Any Motor!

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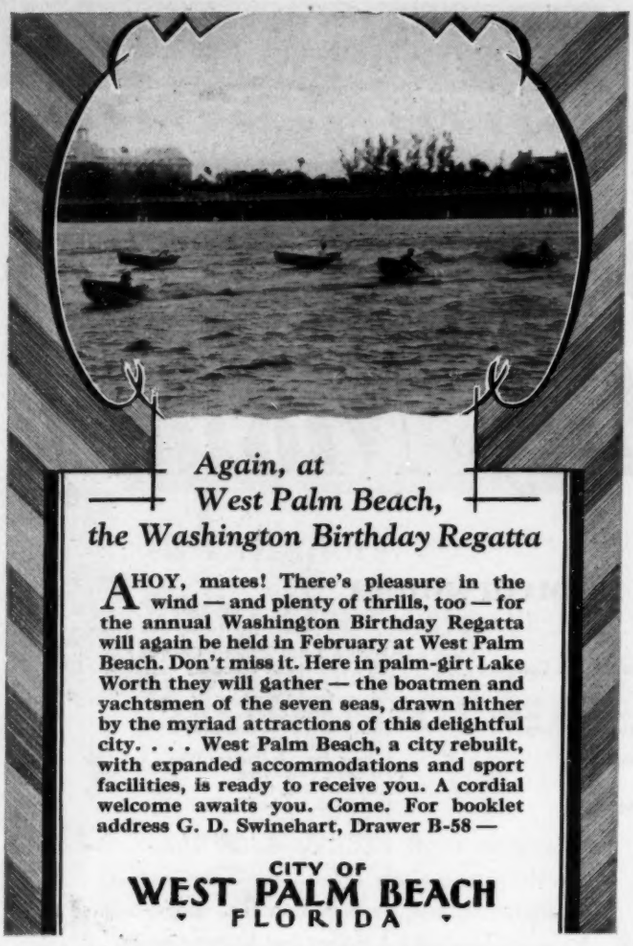
The 26-foot Chris-Craft—Kermath powered

Gar Wood standardizes on Kermath

The Liggett 34 with the Kermath 150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West Palm Beach,
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AHOY, mates! There's pleasure in the wind — and plenty of thrills, too — for the annual Washington Birthday Regatta will again be held in February at West Palm Beach. Don't miss it. Here in palm-girt Lake Worth they will gather — the boatmen and yachtsmen of the seven seas, drawn hither by the myriad attractions of this delightful city. . . . West Palm Beach, a city rebuilt, with expanded accommodations and sport facilities, is ready to receive you. A cordial welcome awaits you. Come. For booklet address G. D. Swinehart, Drawer B-58 —
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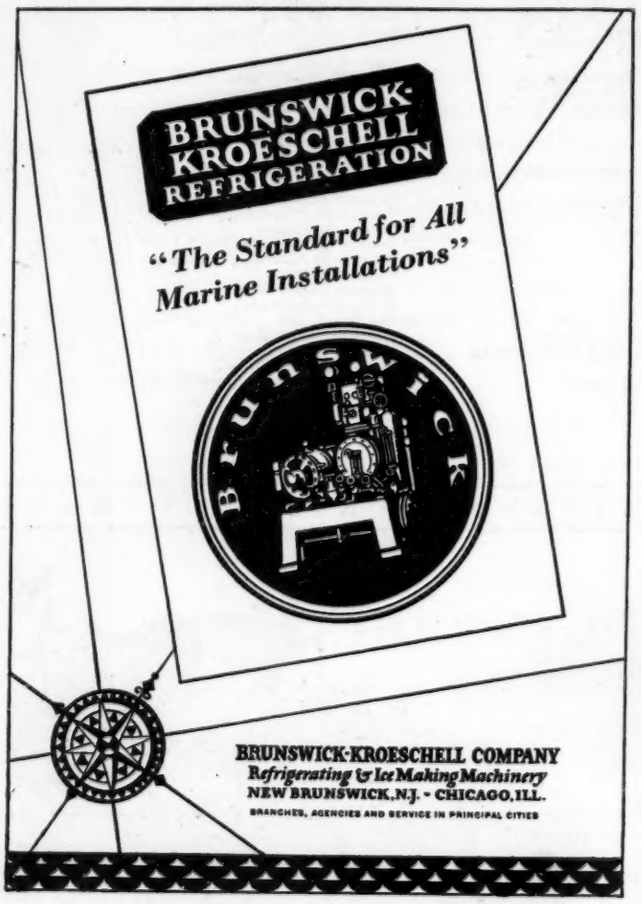
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BRANCHES, AGENCIES AND SERVICE IN PRINCIPAL CITIES

New Marks Made at San Diego Regatta

(*Continued from page 50*)

510 Class, Second Heat, 10 Miles

Won by *Miss Houston IV*, E. C. Thirlwell, Louisville, Ky. *Miss Fern Creek II* and *Miss Kemah* finished in order. Time, 12:40:1; speed, 47.36.

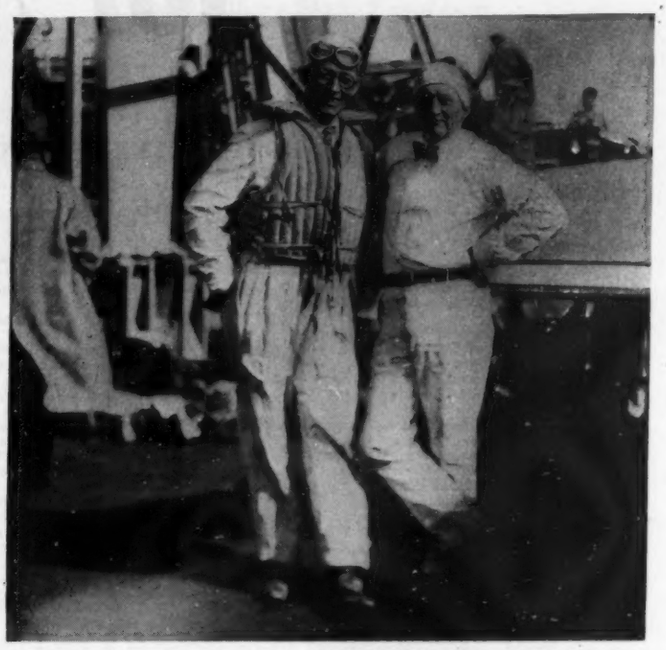
Sunday, Dec. 16th. — Weather clear, noon temperature 56, maximum wind velocity 10 miles per hour, northwest, at 2:06 P.M.

Class B Outboards, Second Heat, 2.5 Miles

Won by *Miss Catalina*, A. H. Bombard, Catalina Island, Cal. *Aggravator II*, *Goo-Bye II*, *Cutie* and *Dutch Maid II* finished in order. Time, 6:00:3; speed, 24.99.

Class C Outboards, Second Heat, 5 Miles

Won by *Bonnie Lass*, F. Pierce, Lake Elsinore, Cal. *Blue Streak II*, *Miss Fresno III*, *Caryl IV*, *Noremac III*, *Hot Rocks*, *Chiquita*, *Bubbles*, *Scoot* and *Noremac IV* finished in order. Time, 7:46:5; speed, 38.58 (new world's record).



Ralph Snoddy, who drove the ill-fated *Miss Rioco*, and E. W. Hammond, driver of *Miss Westchester II*.

Class B Outboards, Second Heat, 5 Miles

Won by *Cutie*, K. Jenkins, San Diego. *Miss Catalina*, *Goo-Bye II*, *Dutch Maid II* and *Baby Brontosaurus* finished in order. Time, 9:14:9; speed, 32.44.

Supercharged 151 Class, First Heat, 10 Miles

Won by *Miss Westchester II*, E. W. Hammond, Larchmont, N. Y. *Miss Westchester III*, *Miss Rioco III* and *Sparrow* dropped out. Time, 13:24:9; speed, 44.73.

Class C Outboards, Second Heat, 10 Miles

Won by *Blue Streak II*, H. C. Ferguson, Lake Elsinore, Cal., Evinrude motor. *Miss Fresno III*, *Chiquita*, *Noremac III*, *Rea* and *Bubbles* finished in order. Time, 15:32:8; speed, 38.59 (new world's record).

Free-for-All Outboards, Second Heat, 5 Miles

Won by *Blue Streak II*, H. C. Ferguson, Lake Elsinore, Cal. *Miss Fresno II*, *Noremac III*, *Bubbles* and *Hot Rocks* in order. Time, 7:51:7; speed, 38.16.

Supercharged 151 Class, Second Heat, 10 Miles

Won by *Miss Westchester III*, E. W. Hammond, Larchmont, N. Y. *Buckeye Baby*, *Miss Westchester II*, finished in order. Time, 13:37:8; speed, 44.04.

Class C Stock Outboards, Second Heat, 5 Miles

Won by *Bubbles*, H. C. Martin. *Miss Fresno III* finished first, but was disqualified for losing muffler. *Firefly III* and *Miss Arizona* finished in order.

Free-for-All Runabouts, Second Heat, 2.5 Miles

Won by *Sequoia*, Claus Spreckels, Coronado, Cal. *Aljo* and *Ashbridge Flier* finished in order. Time, 3:50:8; speed, 38.99.

for 1929

LOCKWOOD

Presents the 5th Great Stage of

OUTBOARD MOTOR DEVELOPMENT

—In 1922 came lighter weight
—In 1925 came easier starting
—In 1927 came increased safety—"The Lockwood Pilot"
—In 1928 came vastly increased power and speed
—and Now in 1929 comes "Silenced Exhaust" without any loss of power

The Lockwood Chief for 1929 embodies a most remarkable new feature —"Water-Sealed Exhaust." Never before has a powerful Outboard Motor been so quiet in operation—and the astonishing fact about this new Lockwood improvement is—there is no loss of power.

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—Lubrication of Crank Pin Bearings as well as main Bearings
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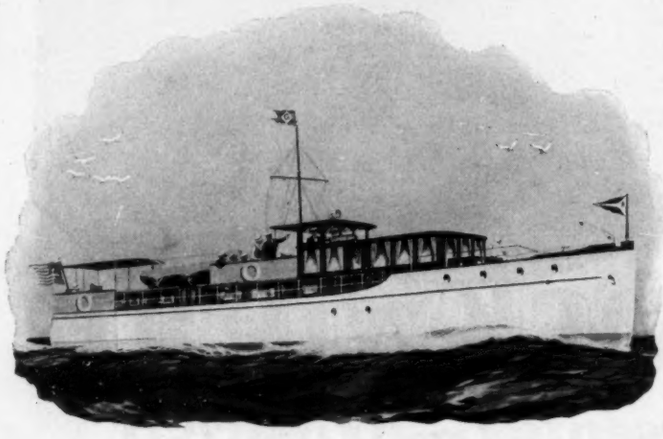
The SUNBEAM CRUISER



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A quality craft accommodating a party of six or eight — capable of the most extensive day and night cruising — offering the nearest approach to home comfort and convenience ever achieved within the compass of sixty-two feet.

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Sound, practical experience has made it possible to provide three comfortable staterooms, a large deck dining saloon, a sheltered navigating bridge, spacious after deck and a pleasant sun deck without detracting in the least from the graceful lines and attractive appearance. Available with either Diesel or gasoline power.

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Carefully planned production eliminating all lost motion and needless delays allows ample time for thorough and accurate workmanship. Although a number of these attractive cruisers have already been ordered, there are several under construction at the present time so that it is still possible to order one for the coming season with assurance of spring delivery.

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FREE-FOR-ALL HYDROPLANES, FIRST HEAT, 10 MILES

Won by *Miss Houston IV*, E. C. Thirlwell, Louisville, Ky. *Miss Fern Creek IV* and *Buckeye Baby* finished in order. Time, 11:55:0; speed, 50.35.

FREE-FOR-ALL HYDROPLANES, SECOND HEAT, 10 MILES

Won by *Miss Houston IV*. *Miss Fern Creek II* and *Miss Kemah* finished in order. Time, 12:07:3; speed, 49.50.

FINAL STANDING IN CLASSES

CLASS	FIRST	SECOND
Unlimited Hydroplanes	*Miss Houston IV*	*Miss Fern Creek*
Limited 151 Class	*Miss California*	*Miss Westchester II*
Supercharged 151 Class	*Miss Westchester II*	*Miss Westchester III*
Class C Outboards, 5 miles	*Bonnie Lass*	*Caryl IV*
Class C Outboards, 10 miles	*Blue Streak II*	*Bonnie Lass*
Free-for-All Outboards	*Blue Streak II*	*Caryl IV*
Class C Stock Outboards	*Bubbles*	*Miss Fresno II*
Class B Outboards, 2.5 miles	*Miss Catalina*	*Cutie*
Class B Outboards, 5 miles	*Cutie*	*Miss Catalina*
510 Hydroplanes	*Miss Houston IV*	*Miss Fern Creek II*
Free-for-All Runabouts	*Aljo*	*Sequoia*

Officials who helped make the regatta a success. Left to right: Lt. Com. Mack Angus, Commodore Joseph Jessop, and D. W. Campbell.

Racing in the Sound Inter-Club Class

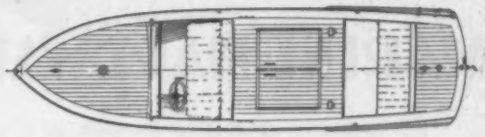
(*Continued from page 68*)

quartering breeze to sometimes forward of abeam, thus lifting the windward boats out ahead before those down to leeward, and in the correct strategic position for sailing the leg, would get it. This occurred so many times that some of the "crack" skippers declared they would never again attempt another leeward start. Yet the very next race would present every reason for adopting just such tactics.

Experience leads one to believe that under such conditions it pays in the long run not to attempt to take the start at either end of the line unless the opportunity presents itself to get away absolutely clean (and this cannot be foreseen until the last few seconds) but, preferably, to choose a position about two-thirds down the line, drive for it as close to the gun as you dare, go over with full headway and break out the spinnaker smartly, thus getting a jump of a hundred feet or so over the boats all messed up at either end of the line and keeping your wind clear.

Assuming that a freshening breeze brings the fleet up and you can no longer hold your lead, the next bad situation will occur in a jam of converging boats at the leeward mark. So many things can happen here that it would be painful to recall all of the sad experiences suffered in this class. If a number of boats are approaching the mark abreast, with the wind aft and spinnakers set, and one happens to be somewhere in the middle of this group, it is much better to kill the boat about a hundred yards from the mark, drop back and swing over in behind the inside boats, thus keeping the wind clear and having full headway on with which to round into the wind and tack from under boats that have gone round ahead. If one does not do this and simply holds his place in line, there will be a grand scramble in which several boats between him and

(*Continued on page 136*)



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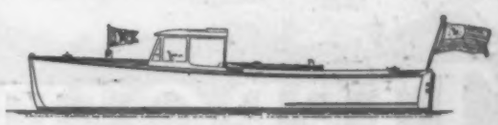
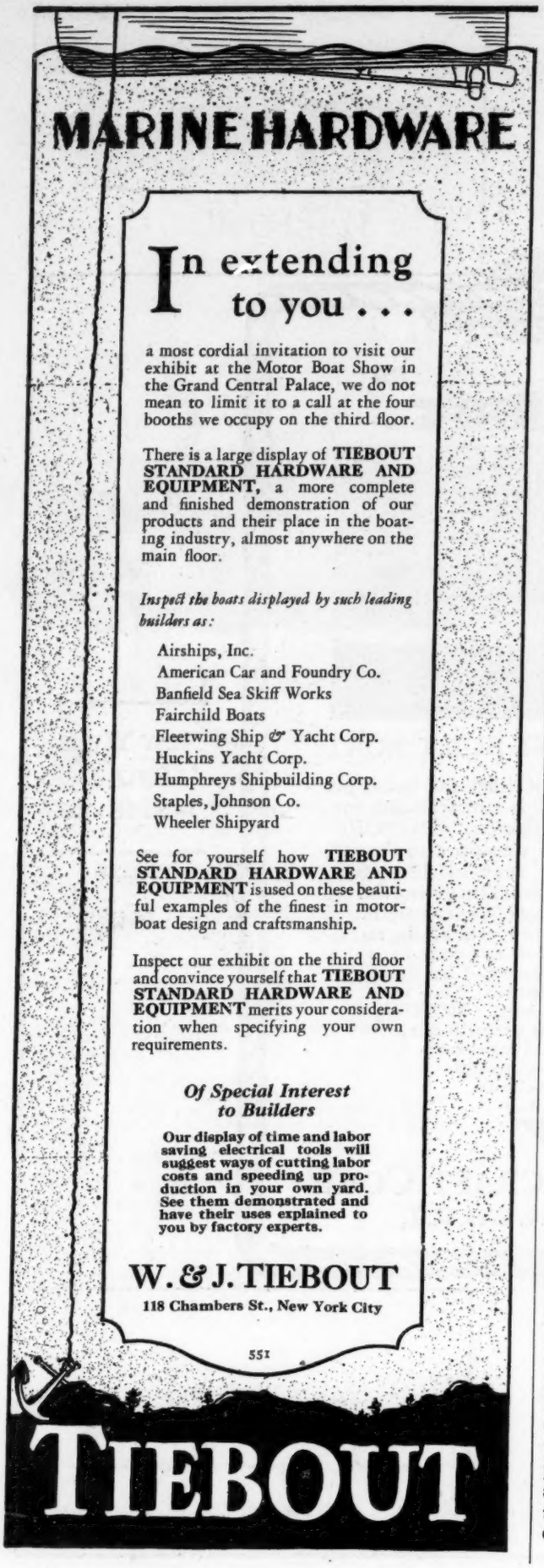
NEW YORK SHOW JAN. 18 - 26

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a most cordial invitation to visit our exhibit at the Motor Boat Show in the Grand Central Palace, we do not mean to limit it to a call at the four booths we occupy on the third floor.
There is a large display of TIEBOUT STANDARD HARDWARE AND EQUIPMENT, a more complete and finished demonstration of our products and their place in the boating industry, almost anywhere on the main floor.
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See for yourself how TIEBOUT STANDARD HARDWARE AND EQUIPMENT is used on these beautiful examples of the finest in motorboat design and craftsmanship.
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TIEBOUT

Racing in the Sound Inter-Club Class

(*Continued from page 130*)

the mark will haul on his wind and kill his boat, leaving him absolutely at the mercy of overtaking boats coming down in a procession and going through his wind and out ahead. If, after hesitating too long about what to do, and one is about to be caught in this position, there is only one alternative, and that is to hold your spinnaker a little longer and run off to leeward far enough to get your wind clear, then drive through and start working up to windward.

Turning to windward, we must again figure from the position of leading boat, for naturally a boat going into the windward leg in the ruck has little choice, and about all that can be done is to tack immediately, get clear, and hunt for luck. The burden of judgment then falls heavily on the leader, for much depends on whether you are racing to win, or to cover the largest number of boats for points. To use a term of the turf, it is comparatively easy to race for place, and be fairly consistent in scoring the points, provided your boat is tuned up and going. But these tactics eliminate all the thrill of winning, and to win in the Inter-Club Class and look back at twenty or more boats behind you is unquestionably a thrill.

Most of the windward legs are sailed in weather from the southwest quadrant and if a sou'wester is blowing steadily and you have a free choice as to which tack to take, it remains to be seen how many boats follow your lead and how many tack the other way. If the fleet splits up fairly evenly, by all means follow your best judgment and sail the boat for all she is worth; but if a greater number of boats take the opposite tack, and if, incidently, this division includes two or three dangerous boats with a point score close to or better than your own, then the conservative tactical move would be to cover. On the other hand, if the weather is settled and the wind true and steady, it would be a reasonable risk to sail the middle course and cover both divisions. In very light and fluky weather there is no definite rule to follow other than to take all possible advantage of whatever favorable tide there may be, although tide should not be considered when there is any sign of a breeze. In that case, go for it as soon as possible.

Perfect racing is to be secured only in a class of from eight to ten boats, for it is impossible to apply the technique of the game to a class including twenty-eight boats, and racing tactics must be adapted to the peculiar situations that arise from so much competition. Having mastered the technique necessary to the successful tuning up of your boat, and to some degree having learned to anticipate the fickle, eccentric shifts and flukes in the wind, you are still called upon to adjust yourself to racing in an area in which there are over a hundred other yachts competing at the same time, not to mention the commercial traffic, which runs right through the racing triangles.

Apart from all these distractions, there are the men one races against to be taken into consideration. It might seem that one has only to beat the fast boats in the class, yet this is by no means the case, for it is sometimes impossible to beat a poorly sailed boat when you are surrounded by other boats in the class and someone camps on your weather during a quartering run. You cannot quite work through his lee and therefore cannot go any faster, and you may be quite sure that the other skipper (if he happens to be a junior) will carry you a half-mile outside of the course if you start luffing. So there you are and there you stay. A fast boat to windward does not slow up the parade, but the average beginner loses sight of the general situation entirely and seems intent only on racing the *nearest* boat, even if it takes him all over the sound to do it.

Racing in the Inter-Club Class presents every problem

EXIDES
now standard equipment
with the
CONSOLIDATED SHIPBUILDING CORPORATION

Read why dependable Exide-Ironclad Yacht Batteries are specified for the boats built by this company

DEPENDABLE performance . . . long life . . . trouble-free operation . . . these are the outstanding qualities of Exide-Ironclad Yacht Batteries. They are the reasons, too, why the Consolidated Shipbuilding Corporation uses Exides on its boats.

Exide-Ironclads meet every power requirement of the modern yacht. They are completely sealed. They maintain a consistently high and steady voltage. The special tube construction of the positive plate insures unusually long, active life. Above all, Exide-Ironclads are so dependable that they need little attention to keep them in good operating condition.

You'll find an Exide factory representative in every important coast and inland port. These men will gladly give you full details about Exide-Ironclad Yacht Batteries for any type of boat.

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An Exide-Ironclad Battery cell cut away to show method of assembly of positive and negative plates and separators.

TRANQUILLE II, a 68-foot cruiser. She was designed, built and powered by the Consolidated Shipbuilding Corporation, and carries Exide-Ironclads as her battery equipment.

JULIE M. II, a 64-foot commuter. She was designed, built and powered by the Consolidated Shipbuilding Corporation and is equipped entirely with Exide-Ironclad Yacht Batteries.

LONE STAR, a high-speed house boat which carries a full equipment of Exide-Ironclad Yacht Batteries. She was designed and built by the Consolidated Shipbuilding Corporation.

HELENA, a 95-foot raised deck cruiser, designed, built and powered by the Consolidated Shipbuilding Corporation, is equipped with Exide-Ironclad Yacht Batteries throughout.

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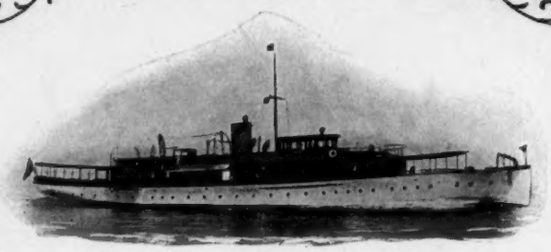
Flag Cigarettes
on board "COLLEEN"



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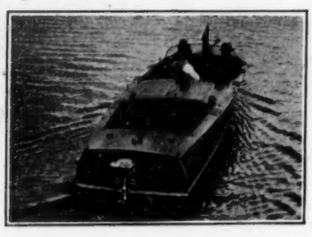
"The original brush end cigarette"



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EASTERN SERVICE MARINE CO.

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780 Commonwealth Avenue " Boston, Mass.

known to the art of small boat sailing, and a good many situations not commonly experienced in the racing game or mentioned "in the book." The competition is of the keenest and one must be very much on his mettle every minute of the time. If there is any lesson to be derived from experience in this hottest of racing classes, it might be this: Do not be afraid to let a few boats go by and do not try too blamed hard to win.

An Interesting Experiment in Rigs

(*Continued from page 74*)

shaped aërofoils. Each of her sails was working in fairly undisturbed air streams. The total length of entering edges of her sails was the greatest. She seemed to point the highest and because of the low center of S. A. was much the stiffest, and, therefore, apparently could beat the rest of the fleet to windward in a breeze and hold her own in light going.

The *Waimarie* also had a double luff sail and in a moderate breeze to windward and reaching was quite fast. She was hard to sail and very unsteady, as all of her area was in one sail.

Blue Bill had a conventional rig with leg o' mutton sail on a round hollow mast, with a moderate sized jib with

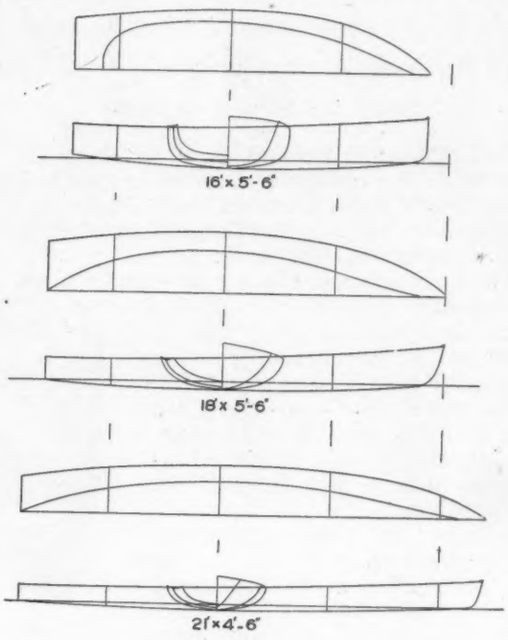

FIG. C

Who can tell which hull of these three will be the fastest?

good gap between it and mainsail. She probably was the fastest in a moderate wind and choppy sea, when the high yards or gaffs of *Dragon Fly* and *Waimarie* slatted around somewhat.

In conclusion it is very interesting to note that the different sail plans seemed so evenly matched and that each had some point of advantage which offset the advantage of the others where actual area is measured. In small boats, theoretical efficiency of sail plans probably is not as important as the ability to set sails properly; wind resistance, also, may not be as important as it is often thought.

The principal thing these boats seem to show is that a jib back-winding the mainsail to create some reaction on the lee of the mainsail is not necessary for winning races. Of course, on larger boats, where only the fore triangle is measured, when a jib larger than this is used there is a gain in S. A., and possibly some more driving power when the large sail is set exactly right.

The CORSAIRS

THE CORSAIR *Cruiser* and *Cruisader*, Eldredge-MacInnis designs for Chenevert & Company, are two distinctive small craft which have rapidly won for themselves a nation-wide reputation for style, comfort and seaworthiness.

You are cordially invited to inspect them at the New York Motor Boat Show, Grand Central Palace, January 18-26, and to meet Messrs. Eldredge & MacInnis at our exhibit, Space A4 and 5 on the main floor, or write today for illustrated catalog.

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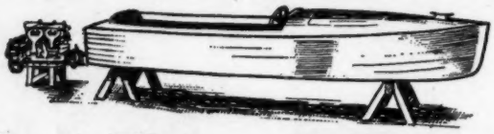

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Brooks KNOCK-DOWN BOAT FRAMES

At any rate, the Development Class certainly gives an opportunity for experimentation in both hull and sail plan, and as the boats are small and light they can be hauled out easily by two people. They would be ideal for small lakes, as yacht tenders, etc. Present developments show that a hull that is a wide, stiff, able sea boat is the best. The thrills in sailing are nearly equal to those experienced in the sailing canoe and at times, with a good wind on the quarter, the speed is as great as that of many much larger boats of ten times the cost. They are boats that an amateur can build easily, and offer opportunity for great variation in size and shape. For instance, who can tell which of the hulls in Fig. *C* is the fastest, or which is the best sail plan in Fig. *D*.?

The Right Attitude Towards Ocean Racing

Editor, YACHTING:

The controversy which has arisen since *Niña* won the Fastnet Cup is deplorable. *Niña* is a very fast and seaworthy yacht. She has proved that she possesses both these most desirable qualities by winning a Transatlantic race and the Fastnet Cup. In a seaway I found her to be easier in her motion, drier on deck, more comfortable to live aboard of and much more easily handled than *Jolie Brise*, a yacht which is admitted to be a most desirable cruiser. I personally have a great affection for *Jolie Brise*. She is a grand old vessel. But since I sailed across the Bay of Biscay and raced round the Fastnet in *Niña*, I am forced to admit that the latter is the better boat.

The present outcry against *Niña*, therefore, distresses me, because I know, from personal experience, what a fine vessel in every respect she is. It also distresses me to find that a number of British yachtsmen apparently cannot take a licking without crying about it. *Niña* beats our own boats handsomely, and immediately men who have never sailed aboard her, and who therefore know nothing about her capabilities, and who ignore her perfect ability to cross the Atlantic, brand her as a "racing machine," and cry out against the "unfairness" of allowing a boat of her type to compete in the Fastnet Race. It has now even been suggested that our Ocean Race should be closed to all foreign entries. All of which seems very pitiful.

One turns with relief to a letter written by, obviously, a true sportsman. Says he: "Come with me in my old clumbungay on next year's Fastnet Race. In my boat we cannot hope to beat such fine vessels as, for instance, *Niña;* but we do propose to do our damndest to get in ahead of any other boats of about our own size and type. This, as I see it, is where the fun comes in. I see no fun for me, or glory either, if my old tub comes in days behind a *Niña* and yet 'wins' on handicap. Let the best boat win. That, I take it, is what the ocean race is for — to find out which is the best kind of boat for the job. *Niña* is obviously a faster and better boat all-round than mine, and I should accordingly be ashamed to deprive *Niña* (or any other boat that is better than mine) of a prize which might fall to me because of some more or less scientific 'rules' and an arithmetical calculation. Of course, as a mere matter of national pride, I should like to see an English boat come home ahead of *Niña*, and I hope some Englishman with the money to do it will build and enter such a boat. If he does, the fact that his boat and *Niña* are in the race will not spoil the race for me, and the men who say it will are either not sportsmen or they are intellectually dishonest. So you come along with me and we'll have the time of our lives trying to lick all the other old boxes."

I like to think that here we have the point of view of a real British sportsman. — I am, sir, yours truly,

WESTON MARTYR.

London, England.

At the Show

Continental-Van Blerck Motors

In addition to the complete line of Continental-Van Blerck motors shown by Van Blerck Motors, Inc., this firm also exhibits the new Van Blerck Junior which is being introduced at the Motor Boat Show. This is a 4-cylinder, 4-cycle, all aluminum motor weighing slightly less than 100 lbs., developing 25 h.p. at 3,000 r.p.m. It is a portable motor which can easily be carried by hand, just as a suitcase or travelling case is carried, by means of a carrying handle that is made as part of the cylinder head.

This is an inboard motor which has been designed for use in the various small boats, such as hydroplanes, yacht tenders and small speed boats which now use the large outboard motors. It is equipped with standard carburetor and Delco battery ignition system. The installation equipment that is furnished with the motors is such that the motor can be readily removed from the boat. A Universal shaft log is used with monel metal propeller shaft and combination strut and rudder arranged for easy clamping to stern of the boat, just as the outboard motor is now clamped to the stern. The motor will be held down in the boat by means of four thumb screws. The exhaust gases and water are carried through a rubber exhaust pipe through the stern of the boat.

Balubricote, a Bottom Finish for Fast Boats

A bottom preparation for racing power boats that will give a uniformly smooth under water finish and that will not be worn off by a boat moving at very high speeds through the water, a product of the Bahl Chemical Company, is exhibited at the Show by dealers. This preparation, called by the makers Balubricote, was first introduced at the New York Show last year and was immediately accepted by racing drivers as something that filled a long felt need, and produced a faster and more uniformly smooth bottom than the ordinary factory finish that came on the boat. During the past year Balubricote has proved its worth and has been used extensively by the 151-class racers, outboards, and even on the larger Gold Cup boats.

Edward Smith & Company's Exhibit

Edward Smith & Company, who have been making high-grade marine varnishes for over 100 years and whose product is well known both to boat builders and yacht owners, have an unusually interesting feature this year at their booth, in addition to a display of the various grades of varnish for yacht and marine use. This consists of a miniature motion picture machine and projector which shows a 300-foot reel of the last America's Cup Race in 1920 in which the *Resolute* defeated the *Shamrock*. This will prove particularly interesting to the racing yachtsmen, while in addition there is a large gallery of photographs of the fourteen winners of the America's Cup, together with interesting features of each race.

Though smiles reveal glistening teeth

NOBODY'S IMMUNE*

***Pyorrhea, Ignoring Teeth and Attacking Gums, Takes 4 out of 5 As Its Victims**

EVERY time you brush your teeth, brush gums vigorously with the dentifrice specifically made for the purpose—Forhan's for the Gums. For only proper care of the gums will preserve teeth and safeguard health against the attack of dread Pyorrhea.

Nobody's immune from this disease of neglect, which, if allowed to pursue its course unmolested, ravages health and beauty. And 4 persons out of 5 after forty and thousands younger pay heavy toll to this dread foe.

See your dentist at least once every six months, and start using Forhan's regularly, morning and night.

Results Will Delight You

After using this dentifrice for a few days you will notice a distinct improvement in the health and appearance of your gums. They will be firmer, healthier and more youthful. As you know, Pyorrhea and other dread diseases seldom attack healthy gums.

In addition, your teeth will be cleaner and whiter. For without the use of harsh abrasives Forhan's cleans teeth and protects them from acids which cause decay.

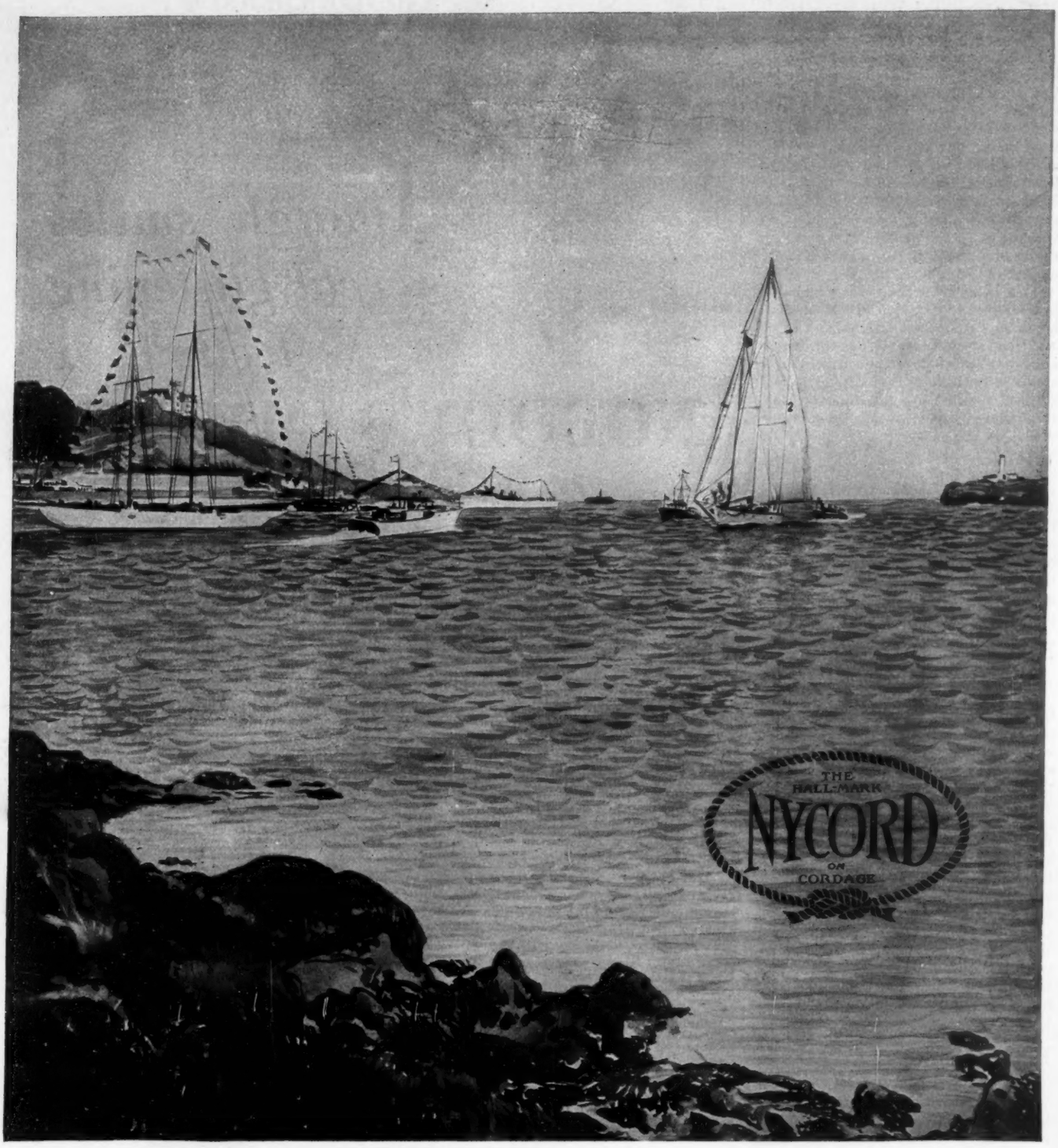
Get a tube of Forhan's from your druggist today. Two sizes—35c and 60c. Start using it every morning and every night. Teach your children this habit. They will thank you in later years for it is health insurance. Forhan Company, New York.

Forhan's for the Gums is far more than an ordinary toothpaste. It is the formula of R. J. Forhan, D. D. S. It is compounded with Forhan's Pyorrhea Liquid used by dentists everywhere. You will find this dentifrice especially effective as a gum massage if the directions that come with each tube are followed closely. It's good for the teeth. It's good for the gums.

Forhan's

FOR THE GUMS

YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS



NINA

Entering the Harbor at Santander, Spain to win the Queen's cup. This famous little schooner also won the annual Fastnet Race and established herself as the outstanding yacht of the year. Owned and sailed by Mr. Paul Hammond, designed by Burgess & Morgan, Ltd., New York.

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At The Show

Lathrop Presents a New Model

The Verrier-Eddy Company of New York exhibit five well known Lathrop engines in two, four and six-cylinder models, 16 to 150 h.p., all of the four-cycle type. The largest of these, Type 150 Mystic Model, is a new size and has not been shown or offered before. It is a six-cylinder engine with 5½" bore x 6½" stroke, and develops all the way from 85 h.p. at 800 revolutions to 153 h.p. at 1,600 r.p.m. The weight is 2,435 lbs. This engine in general is similar to the Type 100 Mystic Model and has a short overall length with a large diameter seven-bearing crankshaft. Both the 100 and 150 Mystic models can be furnished as true port and starboard engines suitable for twin-screw installation. These engines are also furnished with a lower compression ratio on special order, suitable for lower engine speeds, and can be furnished with reduction gears in different ratios if desired.

Savage Universal Bracket

A handy bracket which makes it possible to attach any make of outboard motor to the side or stern of any boat is shown in Booth 137, on the third floor, by the Eastern Service Marine Co., of Boston.

To demonstrate the use of the bracket on various types of hulls, the exhibit comprises a section of the stern of a runabout and a section of the side of a sailboat, with a bracket attached holding an outboard motor.

This bracket is easily stored when not in use, but in case of emergency it can be readily hooked up. The standard length of the upper arm of the bracket is six inches, but special arms of three to ten inches can be had without additional cost. The price is $20.

Hyde Wheels

The Hyde Windlass Co., of Bath, Maine, are found on the third floor, where they have an excellent display of the various brass and bronze products for which they are famous. The wheels shown include the Hyde Turbine Type, Type HB, the two-blade No-Weed, three-blade Weedless, and automatic feathering wheels. In addition to the gleaming stacks of wheels are shown a complete line of bronze stuffing boxes, stern bearings, adjustable struts and quadrant tillers.

Ritchie Nautical Instruments

A complete line of the well-known nautical instruments of E. S. Ritchie & Sons, Brookline, Mass., form an attractive exhibit. There are compasses for large and small yachts, together with outfits especially adapted for speed and power craft. Of special importance is an underlit type of compass which is very highly regarded by boatmen. The Ritchie Fog Signal is also included.

WHY FAMOUS MEN OF THE DAY USE BARBASOL

William Faversham

"For a quick, easy shave, there's nothing better."

"I always use Barbasol because it gives me a cleaner, closer shave and leaves the skin feeling soothed and refreshed . . ."

William Faversham

. . . America's most distinguished actor whose artistry has made him the idol of the theatre-going public.

NOW, throw away brush and mug and use the time formerly spent in lathering and rubbing to better advantage—sleep, for instance.

Treat yourself to a Barbasol shave. And you'll quickly learn why the "Who's Who" of America is also the "Who's Who" of this modern shaving cream.

Tough beards, wiry beards, heavy beards—all beards look alike to Barbasol. It gives the smoothest and most comfortable, the coolest and most restful shave . . . in a mere fraction of the usual time! Just do this:

Wash the face, leave it wet.

Then spread on Barbasol, lightly as a barber does a massage cream. Don't rub. It's unnecessary. For when Barbasol touches the skin all work is done. It softens the beard.

Then shave. What a difference. The razor speeds over the face. So smoothly and evenly, it's difficult to believe that the whiskers are being mowed close to the skin-line. There's no pulling, no nicking, no scratching.

Then wipe your face. You're done.

How cool and smooth the skin feels. Your face looks cleaner and refreshed. And it will stay that way all day. It's the success shave for men who always look successful.

For this cooling, soothing, comfortable shave, step up to the nearest counter and speak up. Buy a tube of Barbasol. Two sizes, both generous, 35c and 65c. Barbasol Company, Indianapolis, Ind.

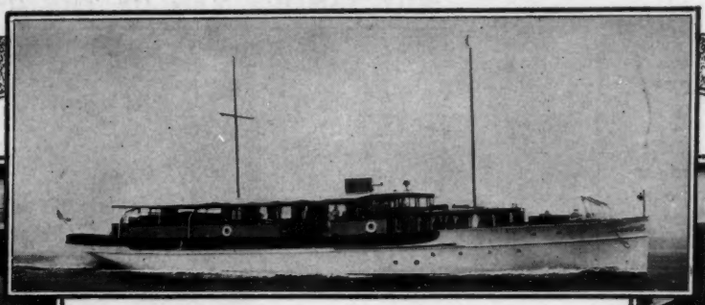
Barbasol

For Modern Shaving

No brushing—No lathering—No rubbing

Women Like Their Men

young looking, bright and keenly fresh looking. Men like to be this way too. New Barbasol Skin Freshener cools, revives, freshens. Douse it on the face—after shaving—whenever tired. Nothing better . . . you'll agree!



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Used by the President and Mrs. Coolidge during their recent stay at Sapelo Island, *Zapala*, the 124′ Luders built yacht of Howard E. Coffin, Esq., has aroused marked interest.

¶ *Zapala* is far more than an ordinary boat — she is pre-eminently Mr. Coffin's boat — as every Luders boat is essentially the boat of its owner.

¶ Splendidly fitted, she is one of the finest crafts of her size in the world. Deeply built into her is a beauty which never forgets for an instant that it is part of a boat. The interior has been worked in rare good taste with provision for extreme comfort and contentment.

¶ Whether you decide upon a yacht like *Zapala*, an express cruiser like the new Luder's Anniversary 72-foot Commuter, or the 42-foot cabin runabout, a Luders boat will give you a craft built out of years of experience with the vagaries of water.

¶ Plans and descriptions in full will be submitted in an interview arranged at your convenience.

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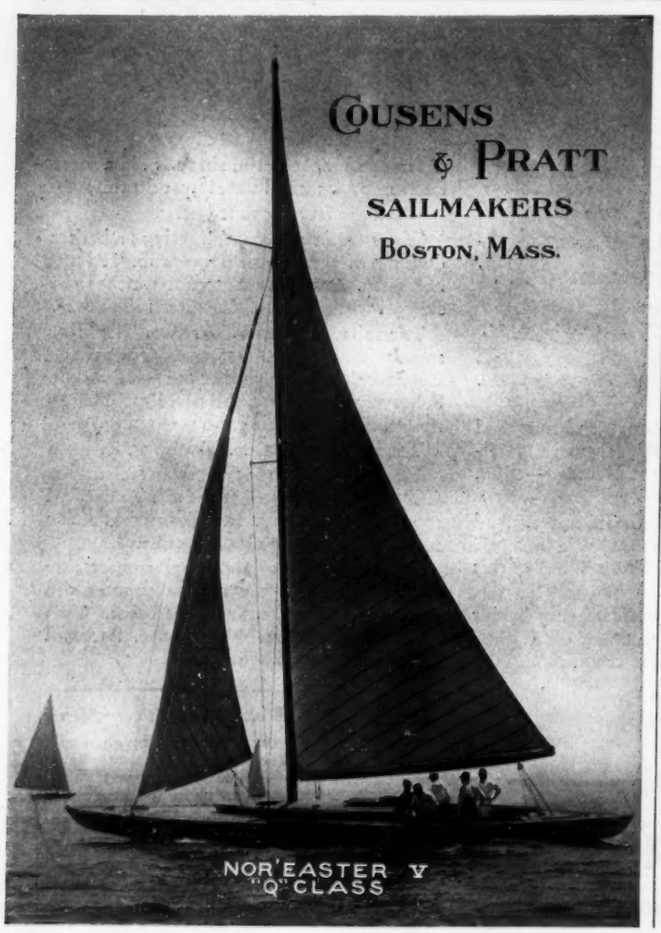

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PERFECT CONTROL
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A FUNDAMENTALLY DIFFERENT OUTBOARD MOTOR

Designed and Built by

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TRADE MARK CROSS ESTABLISHED 1898

This eighteen-foot cruiser, weighing 1000 pounds and powered with the Cross Radial Outboard Motor, is driven at a speed in excess of twenty-five miles per hour. This is an increase of ten miles per hour over any other type of Outboard Motor, and shows the possibilities of this motor where extreme power is essential to the proper planing of a boat

We also have an extremely high speed, direct 1 to 1 drive racing motor which will develop a potential speed of fifty miles per hour